

**DULUTH, SOUTH SHORE AND ATLANTIC RAILWAY**  
**COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS**  
**MILEAGE OF MAIN LINE AND BRANCHES IN MICHIGAN**

	SECOND MAIN TRACK										BRANCHES			
	FIRST MAIN TRACK													
	1911	1912	1913	1911	1912	1913	1911	1912	1913	Mile Post	1911	1912	1913	
	D. S. S. & A.	D. S. S. & A.	Apporoned to D. S. S. & A.	D. S. S. & A.	D. S. S. & A.	Apporoned to D. S. S. & A.	D. S. S. & A.	D. S. S. & A.	Apporoned to D. S. S. & A.		D. S. S. & A.	D. S. S. & A.	Apporoned to D. S. S. & A.	
Sault Ste. Marie to Marquette														
	0.00 to 1.66			0.83			0.83			0	0.43			0.43
	1.66 to 154.00	152.34		152.34			152.34			12.4 In side tracks	1.42		1.22	Taken up
										20.1	Not in	2.29	2.29	
										31.9	Not in	0.87	0.87	
										38.4	Not in	4.82	4.82	
										46.6	Not in	2.37	2.37	
										58.5	2.37	5.99	6.38	
										67.3	2.00	2.00	2.00	
										75.4	Not in	2.89	2.97	
Total	152.34	0.83		152.34	0.83		152.34	0.83		15.40	0.43	19.49	0.43	22.83
St. Ignace to Soo Junction	0.00 to 42.97			42.97						33.7	4.06	4.01		4.01
Total East of Marquette	195.31	0.83		195.31	0.83					19.46	0.43	23.50	0.43	26.84
Marquette to Nestoria North Line	154 to 200.90	46.90		46.90						155	0.27			0.27
South Line—Marquette to Winthrop Junction	0.00 to 17.33	17.33		17.33						155	1.12			1.12

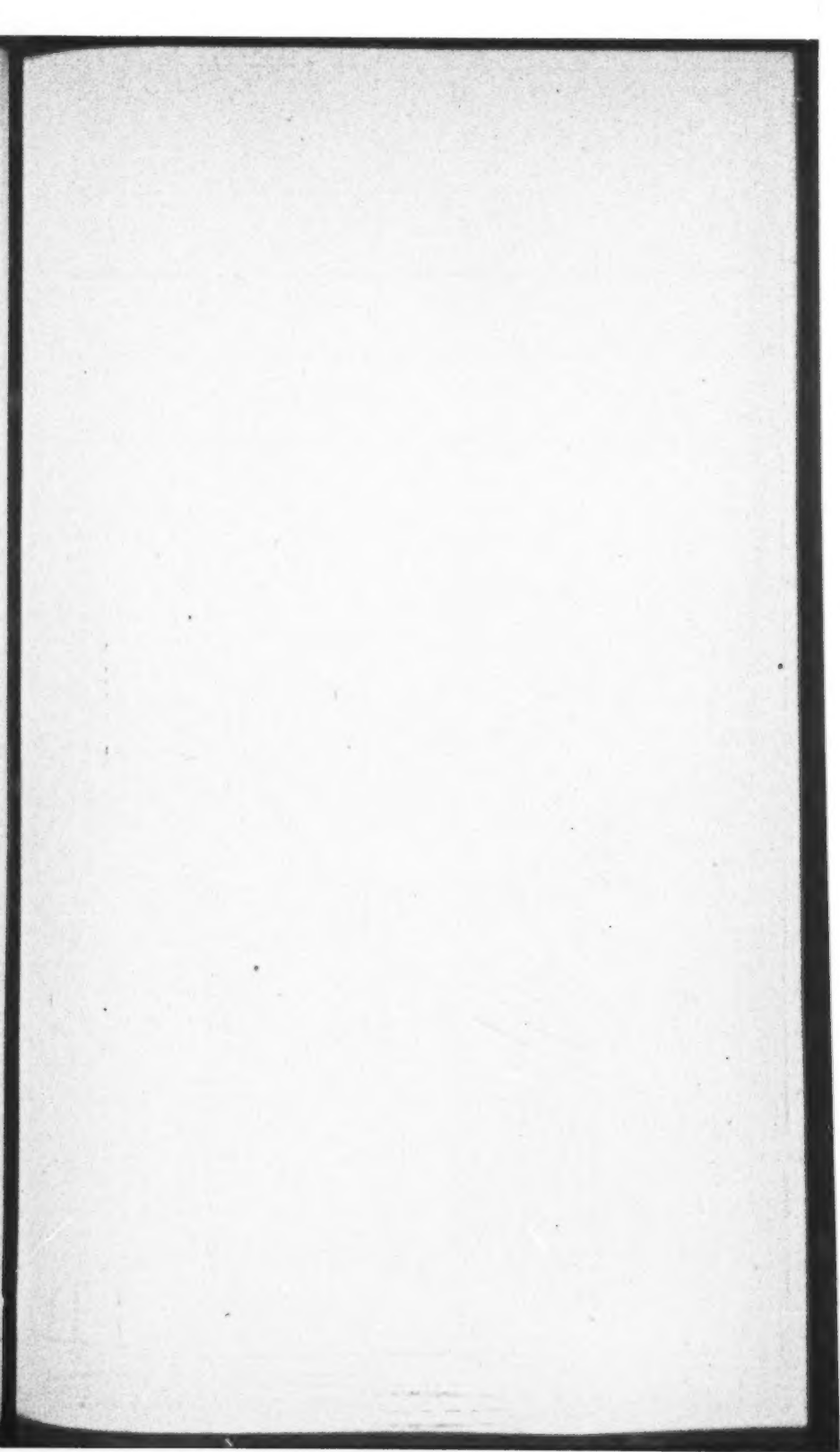
Republic Branch— Humboldt to Republic	0.00 to 8.70	8.70	8.70	8.70	8.70	8.70	8.70	8.70	Consolidated Fuel & Lumber Co. Dead River Eagle Mills "Y" Neguense Mine Neguense & Palmer Milwaukee Mine Mary Charlotte Old Mine Teal Lake Lake Superior Pit No. 7 Lake Shaft Winthrop American Mine Champion Imperial Mine Webster Mine Beaufort	155 156.3 162.6 166.8 166.8 166.8 166.8 166.8 166.8 169.8 169.8 171.4 179.0 185.7 194.3 194.3 196.0	0.29 0.29 0.02 0.02 0.02 0.02 0.02 0.02 0.02 0.34 0.32 1.94 2.00 0.98 1.03 0.89 0.72	0.29 2.78 0.02 0.27 4.19 1.74 1.39 1.39 1.39 0.24 0.32 1.94 2.00 0.98 0.91 0.89 0.72	0.27 0.02 0.21 0.21 1.74 1.39 1.39 0.34 0.32 1.94 2.00 0.98 1.03 0.89 0.72	0.29 2.78 0.02 0.27 4.19 1.74 1.39 1.39 1.39 0.24 0.32 1.94 2.00 0.98 0.91 0.89 0.72	0.27 0.02 0.21 0.21 1.74 1.39 1.39 0.34 0.32 1.94 2.00 0.98 1.03 0.89 0.72	0.29 2.78 0.02 0.27 4.19 1.74 1.39 1.39 1.39 0.24 0.32 1.94 2.00 0.98 0.91 0.89 0.72	0.27 0.02 0.21 0.21 1.74 1.39 1.39 0.34 0.32 1.94 2.00 0.98 1.03 0.89 0.72	0.29 2.78 0.02 0.27 4.19 1.74 1.39 1.39 1.39 0.24 0.32 1.94 2.00 0.98 0.91 0.89 0.72	0.27 0.02 0.21 0.21 1.74 1.39 1.39 0.34 0.32 1.94 2.00 0.98 1.03 0.89 0.72	0.29 2.78 0.02 0.27 4.19 1.74 1.39 1.39 1.39 0.24 0.32 1.94 2.00 0.98 0.91 0.89 0.72	0.27 0.02 0.21 0.21 1.74 1.39 1.39 0.34 0.32 1.94 2.00 0.98 1.03 0.89 0.72	0.29 2.78 0.02 0.27 4.19 1.74 1.39 1.39 1.39 0.24 0.32 1.94 2.00 0.98 0.91 0.89 0.72	0.27 0.02 0.21 0.21 1.74 1.39 1.39 0.34 0.32 1.94 2.00 0.98 1.03 0.89 0.72	0.29 2.78 0.02 0.27 4.19 1.74 1.39 1.39 1.39 0.24 0.32 1.94 2.00 0.98 0.91 0.89 0.72	0.27 0.02 0.21 0.21 1.74 1.39 1.39 0.34 0.32 1.94 2.00 0.98 1.03 0.89 0.72	0.29 2.78 0.02 0.27 4.19 1.74 1.39 1.39 1.39 0.24 0.32 1.94 2.00 0.98 0.91 0.89 0.72	0.27 0.02 0.21 0.21 1.74 1.39 1.39 0.34 0.32 1.94 2.00 0.98 1.03 0.89 0.72	0.29 2.78 0.02 0.27 4.19 1.74 1.39 1.39 1.39 0.24 0.32 1.94 2.00 0.98 0.91 0.89 0.72	0.27 0.02 0.21 0.21 1.74 1.39 1.39 0.34 0.32 1.94 2.00 0.98 1.03 0.89 0.72	0.29 2.78 0.02 0.27 4.19 1.74 1.39 1.39 1.39 0.24 0.32 1.94 2.00 0.98 0.91 0.89 0.72	0.27 0.02 0.21 0.21 1.74 1.39 1.39 0.34 0.32 1.94 2.00 0.98 1.03 0.89 0.72	0.29 2.78 0.02 0.27 4.19 1.74 1.39 1.39 1.39 0.24 0.32 1.94 2.00 0.98 0.91 0.89 0.72	0.27 0.02 0.21 0.21 1.74 1.39 1.39 0.34 0.32 1.94 2.00 0.98 1.03 0.89 0.72	0.29 2.78 0.02 0.27 4.19 1.74 1.39 1.39 1.39 0.24 0.32 1.94 2.00 0.98 0.91 0.89 0.72	0.27 0.02 0.21 0.21 1.74 1.39 1.39 0.34 0.32 1.94 2.00 0.98 1.03 0.89 0.72	0.29 2.78 0.02 0.27 4.19 1.74 1.39 1.39 1.39 0.24 0.32 1.94 2.00 0.98 0.91 0.89 0.72	0.27 0.02 0.21 0.21 1.74 1.39 1.39 0.34 0.32 1.94 2.00 0.98 1.03 0.89 0.72	0.29 2.78 0.02 0.27 4.19 1.74 1.39 1.39 1.39 0.24 0.32 1.94 2.00 0.98 0.91 0.89 0.72	0.27 0.02 0.21 0.21 1.74 1.39 1.39 0.34 0.32 1.94 2.00 0.98 1.03 0.89 0.72	0.29 2.78 0.02 0.27 4.19 1.74 1.39 1.39 1.39 0.24 0.32 1.94 2.00 0.98 0.91 0.89 0.72	0.27 0.02 0.21 0.21 1.74 1.39 1.39 0.34 0.32 1.94 2.00 0.98 1.03 0.89 0.72	0.29 2.78 0.02 0.27 4.19 1.74 1.39 1.39 1.39 0.24 0.32 1.94 2.00 0.98 0.91 0.89 0.72	0.27 0.02 0.21 0.21 1.74 1.39 1.39 0.34 0.32 1.94 2.00 0.98 1.03 0.89 0.72	0.29 2.78 0.02 0.27 4.19 1.74 1.39 1.39 1.39 0.24 0.32 1.94 2.00 0.98 0.91 0.89 0.72	0.27 0.02 0.21 0.21 1.74 1.39 1.39 0.34 0.32 1.94 2.00 0.98 1.03 0.89 0.72	0.29 2.78 0.02 0.27 4.19 1.74 1.39 1.39 1.39 0.24 0.32 1.94 2.00 0.98 0.91 0.89 0.72	0.27 0.02 0.21 0.21 1.74 1.39 1.39 0.34 0.32 1.94 2.00 0.98 1.03 0.89 0.72	0.29 2.78 0.02 0.27 4.19 1.74 1.39 1.39 1.39 0.24 0.32 1.94 2.00 0.98 0.91 0.89
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# RECAPITULATION

## MILEAGE

	Rocks—1911		Hansel—1912		Rocks—1913	
	Miles	Total Miles				
FIRST MAIN TRACK	420.18		420.18		420.18	
JOINT FIRST MAIN TRACK	0.83		0.83		0.83	
SECOND MAIN TRACK	5.08	421.01	5.08	421.01	5.08	421.01
JOINT SECOND MAIN TRACK	0.74		0.74		0.74	
BRANCHES	52.85	5.82	65.14	5.82	66.48	5.82
JOINT BRANCHES	2.02	54.87	2.08	67.22	1.80	70.28
TOTAL (Not Including Side Tracks)		481.70		494.05		497.11



## COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

## RIGHT OF WAY AND STATIONS GROUND

	Hansel—1912—Exhibit 1	1911		1912	
		C. R.	P. V.	C. R.	P. V.
<p><b>REAL ESTATE USED IN RAILWAY OPERATION</b>  <b>CHIPPEWA COUNTY:</b>            Sault Ste. Marie Union Depot Co.            1.* Tract of land fronting on Portage Avenue, Sault Ste. Marie, extending from Magazine St. to Meridian St., 2,900 lin. ft. front; depth varying from 180 ft. to 225 ft., valued for railway purposes, @ \$30.00 per ft. 63,000            303 ft. frontage on Ridge St. @ \$10.00 per ft. 3,030</p> <p>Total valuation..... 66,030            On-half interest, owned by D., S. S. &amp; A.</p> <p>Joint terminals owned by the D., S. S. &amp; A. and the Minneapolis, St. Paul &amp; Sault Ste. Marie R'y at Sault Ste. Marie. The properties of the two companies are separately listed. They adjoin each other and some years ago a ninety-nine year lease was given by each company for an undivided on-half interest in its holdings. The D., S. S. &amp; A. lands carry the Riparian Rights.</p> <p>(a)* Lands in name of D., S. S. &amp; A.</p>	<p>Hansel—1912—Exhibit 1</p> <p><b>RIGHT OF WAY USED IN RAILWAY OPERATION—</b>            Appendix, page 256.            The Sainte Marie Union Depot Co.            Tract of land fronting on Portage Ave., Sault Ste. Marie, extending from Magazine St. to near Meridian St., 1,850 lin. ft. front—depth varying from 110 to 250 ft. 1,850 lin. ft. @ \$30.00 per ft. \$55,500            Frontage on Ridge St., 110 ft. @ \$10.00 per ft. 1,100</p> <p>Note:—1912 appraisal does not include this in D., S. S. &amp; A. summary.            Joint terminals owned by D., S. S. &amp; A. R'y and the Minneapolis, St. Paul and Sault Ste. Marie R'y at Sault Ste. Marie.            D., S. S. &amp; A., one-half interest.</p> <p>(a) Lands in name of D., S. S. &amp; A. R'y.            1. Tract of land from Michigan-Lake Superior Power Canal to 6th St., an average of 1,175 ft. long by 235 ft. wide. 6.3 acres @ \$2,000 \$12,600            2.* Tract of land fronting on the harbor, containing the joint yard. No railroad use of Riparian rights. No Railroad use of any of the land north of the highway, except small triangle at corner South and Sixth Streets, containing 0.7 acres. Railroad use of that part of the land south of the highway occupied by the Joint Yard, containing 18.5 acres.            Total in railroad use—19.2 acres @ \$1,000 per acre 19,200</p>	\$	\$	\$	\$
		33,015	33,015		

3. Tract of land fronting on the harbor occupied by yard. Total width varies from 500 to 900 ft. Made land extending into the lake, on which is laid a track 3,000 ft. long. Total length 2,800 ft. Total acreage 46½. Valued on basis of \$60.00 per ft. of length	168,000				
4. Tract of land extending west from line of American Brick Co., 1,440 ft. x 530 ft. 17.52 acres @ \$700 per acre	12,264				
5. Tract of land extending 1,950 ft. by 225 ft. wide to end of joint yard. 10.07 acres @ \$500 per acre See No. 11 below.	5,035				
See No. 12 below.					
Total, D., S. S. & A., 80.42 acres. One-half interest.	\$201,132				
(b) Lands in name of M., St. P. & S. S. M.					
3. Triangle. 10.555 acres @ \$500 per acre	5,278				
7. Tract, 1,320 x 887 ft. (av.) less highway. 24.84 acres @ \$600 per acre	14,904				
8. Tract average 360 ft. by 2,080 ft. 17.19 acres @ \$1,000 per acre	17,190				
9. Triangle bounded by 6th Ave., South Shore Add. and D., S. S., & A. land 8.094 acres @ \$1500 per acre	12,141				
• Modified.					
† Real estate not included in 1913 appraisal.					
3.* Tract of land extending west from line of the American Brick Co., 1,440 ft. long by 380 ft. wide. Railroad use of that part of the land occupied by the Joint Yard and "Y." 7 acres @ \$700 per acre	4,900				
4. Tract of land—1,930' x 225' extending to end of Joint Yard. 9.7 acres @ \$800 per acre	7,760				
5. Tract of land between Portage St. and Michigan L. S. Power Canal. Central part in railroad use. 3.1 acres @ \$2,500 per acre	7,750				
6. Triangle, 75 feet front on Portage St. Non-railroad use 0	0				
Total, D., S. S. & A. R'y One-half interest	52,210	100,566	100,566	26,105	26,105
(b) Lands in name of M., St. P. & S. S. M. R'y.					
7. Triangular tract of land west of section line 11-12 and north of Fourth Avenue. Non-railroad use except one small corner near the "Y." 0.2 acres @ \$700 per acre	140				
8. Tract of land—1,320' x 887', average, less highway. Non-railroad use except that part containing the "Y." 3.4 acres @ \$1,000 per acre	3,400				
9. Tract of land—2,080' x 390'. Non-railroad use except small triangle. 0.2 acres @ \$1,000 per acre	200				
10. Triangle bounded by 6th Avenue, South Shore Addition and D., S. S. & A. R'y lands. Northerly part in railroad use. 3.3 acres @ \$1,000 per acre	3,300				
11. Tract of land between South St. and Mich.-L. S. Power Canal, and tract at corner Spruce and Meridian Sts. north of Power Canal. Railroad use. Modified.					



4.* Right of way in town, varying widths in residences and business district. 4,200 lin. ft. valued @ \$5.00 per ft. of line	21,000	Right of way, St. Ignace, east side of High St. to 240' west of West side of Marquette St.—5,300 lin. ft. @ \$5.00 per ft.	21,000	26,500	26,500
5. Right of way and gravel pit lands from M. P. 1 plus 500 ft. to M. P. 2. 54.449 acres @ \$100 per acre	5,445	Right of way and gravel pit lands from 240' west of west side of Marquette St. to Point Switch Gravel Pit tracks—1,470' west of claim 19—50.7 acres @ \$100 per acre	5,445	5,070	5,070
6. (a) 245.23 acres farm land, clay loam @ \$37.50 per acre \$9,196 (b) 18.27 acres farm land, sandy loam, @ \$25.00 per acre 457					
Rural right of way..... 9,653 Modified.			9,653	5,218	5,218
Total in Mackinac County.....			64,551	72,788	72,788
LUCE COUNTY:					
1.* Station grounds and right of way in Newberry Village. 6.25 acres @ \$750 per acre	4,688	Station grounds at Newberry—3 acres @ \$400 per acre	4,688	1,200	1,200
2. Station grounds and right of way in Dollarville. 6 acres @ \$300 per acre.	1,800	Station grounds at Dollarville—1 acre @ \$100 per acre	1,800	100	100
3. Station grounds and right of way in McMillan. 12 acres @ \$300 per acre	3,600	Station grounds at McMillan—2 acres @ \$200 per acre	3,600	400	400
4.* Right of way, Asylum, Branch, Newberry. 4 acres @ \$100 per acre	400	Right of way, Asylum Branch—4 acres @ \$100 per acre	400	400	400
5. (a) 183.37 acres good muck farm land (celery lands) @ \$40 per acre \$7,415 (b) 209 acres clay loam @ \$30 acreage per acre 6,270					
394.37 acres rural right of way	13,685	Rural right of way—375.5 acres @ \$22 per acre	13,685	8,261	8,261
Total in Luce County.....			24,173	10,361	10,361
SCHOOLCRAFT COUNTY:					
1. 7.2 acres right of way and station grounds in Seney @ \$200 per acre	1,440	Station grounds at Seney—3 acres @ \$200 per acre	1,440	600	600



COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS RIGHT OF WAY and STATION GROUNDS—Continued

Riggs—1911—Exhibit 1	Hassel—1912—Exhibit 15	1911		1912	
		C. R.	P. V.	C. R.	P. V.
2. County land, entire county undrained muck, title to 223.58 acres—250 acres occupied and cleared since 1884—222.8 acres @ \$25 per acre	7,070				
Total in Schoolcraft County					
ALGER COUNTY:					
1. Station grounds at Wetmore—12.0 acres @ \$100 per acre	1,200				
2. (a) 243 acres clay loam, fair farm land @ \$37.50 per acre					
(b) 341 acres sandy loam @ \$25.00 per acre	8,525				
584 acres rural right of way	17,638				
Total in Alger County					
MARQUETTE COUNTY:					
1. Country land—County Line to M. P. 150 130.2 acres @ average of \$30 per acre (See also Nos. 41, 42, 44, 46 and 46 below.)	3,906				
2. M. P. 150 to M. P. 152—15.5 acres @ average of \$50 per acre					
3. M. P. 152 to point where track enters Lake St. 14.7 acres @ average of \$200 per acre	2,940				
4.* Water front—Burt and Elys Add. 1,100 ft. @ \$35	38,500				
29. Rural right of way, east of Marquette City limits and west of Ishpeming City limits—502.0 acres @ \$20 per acre	10,040				
30. Included in No. 29 above Right of way from Southern city limits to point where track enters Lake St.—15.0 acres @ \$200 per acre	775				
31. City of Marquette, east side of Lake St., Burt & Elys Addition. No railroad use of Riparian rights—1,100 ft. @ \$1.00 per ft.	2,940				
33.* Water front inside Marquette Harbor, 2,200 ft., including the site of the Ore, Coal and Merchandise Docks. Railroad use as follows:	1,100				

5. Water front—inside Marquette Harbor.  
This property covers the major part of the available frontage on the harbor of Marquette, and includes the sites of all ore, coal and merchandise docks owned by the company in the lower harbor.  
2,200 ft. @ \$75

6.\* Water front—outside harbor.

7. Frontage, West side of Lake St., north line of Ely lot to Jackson St.—1,000 ft. @ \$30 per ft.  
8. Frontage—west side of Lake St., north line of Ely lot to Baraga Ave.—1,110 ft. @ \$30 per ft.  
9. Frontage—west side of Lake St., Jackson to Menard—565 ft. @ \$20 per ft.  
10. Frontage—west side of Lake St., south of Hampton 170 ft. @ \$20 per ft.  
11. 46—50 ft. lots between Menard and Hampton Sts. @ \$100 per lot  
12. 12—50 ft. lots west of Division, at Hampton @ \$200 per lot  
13. 12½—50 ft. lots, Jackson to Menard @ \$400 per lot

14. 336' frontage on Lake St., Baraga Ave. to Washington St. @ \$50 per ft.  
15. 343 ft. frontage on Front St., Baraga Ave. to Washington St.

This covers end of Depot yard, two under crossings and one over crossing. It is in the most valuable part of the principal business street of Marquette.

16. 343 ft. @ \$450 per ft.  
184 ft. frontage on Front St., south of Baraga Ave. @ \$200 per ft.

\* Modified.

Riparian rights northerly 1,200 ft. @ \$50,000 \$50 per ft.  
Land for approaches to Ore Docks Nos. 4 and 5—100 ft. @ \$25 per ft. 2,500

Total	165,000	62,500	165,000	62,500	62,500
Balance of 1,000 ft. non railroad use:					
32. East side of Lake St., south of the south line of Ely lot—850 ft. No railroad use of the Riparian rights nor of the northerly 250 ft. of this land. Railroad use—600 ft. @ \$200 per ft. 1,200					
34. Frontage, west side of Lake St., north line Ely lot to Jackson St.—1,000 ft. @ \$30 per ft. 30,000	25,500	1,200	25,500	1,200	1,200
34. (a) Frontage, west side Lake St., north line Ely lot to Baraga Ave.—1,110 ft. @ \$15 per ft. 16,650	60,000	30,000	60,000	30,000	30,000
35. Frontage, west side of Lake St., Jackson St. to Menard St.—565 ft. @ \$10 per ft. 5,650	33,300	16,650	33,300	16,650	16,650
36. Frontage, west side of Lake St., south of Hampton St.—170 ft. @ \$15 per ft. 2,550	11,300	5,650	11,300	5,650	5,650
37. 46—50 ft. lots between Menard and Hampton Sts. @ \$100 per lot 4,600	3,400	2,550	3,400	2,550	2,550
38. 12—50 ft. lots west of Division St., at Hampton St. @ \$200 per lot 2,400	4,600	4,600	4,600	4,600	4,600
39. 12½—66 ft. lots, Jackson St. to Menard St., @ \$300 per lot 3,750	2,400	2,400	2,400	2,400	2,400
40. 336 ft. frontage on Lake St., Baraga Ave. to Washington St., non-railroad use of 40 ft. thoroughfare and of 100 ft. total width—both sides of approach to No. 5 Ore Dock—total 140 ft.—336 ft.—140 ft. 196 ft. in railroad use @ \$40 per ft. 7,840	5,000	3,750	5,000	3,750	3,750
	16,800	7,840	16,800	7,840	7,840
41. 343 ft. frontage on Front St., Baraga Ave. to Washington St. Depot grounds—2 under and 1 over crossing. Non railroad use of 40 ft. thoroughfare, leaving 303 ft. @ \$400 per ft. 121,200			154,350	121,200	121,200
42. 184 ft. frontage on Front St., south of Baraga Ave. @ \$200 per ft. 36,800	154,350	36,800	154,350	36,800	36,800
* Modified.					

# COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS RIGHT OF WAY AND STATION GROUNDS—Continued

	Riggs—1911—Exhibit 1	Hansel—1912—Exhibit 1		1911		1912	
		C. R.	P. V.	C. R.	P. V.	C. R.	P. V.
		\$	\$	\$	\$	\$	\$
17. 445 ft. frontage on Main St., front to 3rd @ \$60 per ft.	26,700			26,700	26,700	26,700	26,700
18. 14,008 sq. ft. on Front St., 3rd St. to Washington and Main @ \$2.00 per ft.	29,216			29,216	29,216	21,000	21,000
19. 100 ft. frontage on Baraga Ave. @ \$50 per ft.	5,000			5,000	5,000	5,000	5,000
20.* 150 ft. frontage on Spring St. @ \$50.00 per ft.	7,500			7,500	7,500	7,500	7,500
21. 21 lots, 3rd St. to 4th St. @ \$500 per lot	10,500			10,500	10,500	10,500	10,500
22. 60 lots in shop grounds, 5th St. to Park St., @ \$500 per lot	30,000			30,000	30,000	30,200	30,200
23. Unplatted lands south of Nester's Add. and west of Shops—34 acres—Estimate based on 6 lots per acre @ \$150 per lot—\$500 per acre—\$30,600							
24. South of Nester's Addition and west of the last above tract—36 acres @ \$1,000 per acre	36,000						
25. Industrial sites at end of Dead River Railroad in North Marquette, between L. S. & I. ore docks and iron works—151.35 acres @ \$200 per acre	66,600			66,600	66,600	21,840	21,840
* Modified.							
26. Dead River Railroad—right of way—30 acres outside of platted part of city @ \$200 per acre	6,000			6,000	6,000	5,640	5,640
27. Right of way—north line, to city limits—6.8 acres @ \$200 per acre	1,360			1,360	1,360	1,360	1,360
43. 445 ft. frontage on Main St., Front St. to 3rd St. @ \$60 per ft.	26,700			26,700	26,700	26,700	26,700
44. 14,008 sq. ft. in alley east of 3rd St., Washington St. to Main St. @ \$1.50 per sq. ft.	21,000			29,216	29,216	21,000	21,000
45. Equivalent 100 ft. frontage on Baraga Ave. @ \$50.00 per ft.	5,000			5,000	5,000	5,000	5,000
46. Equivalent 150 ft. frontage on Spring St. @ \$50.00 per ft.	7,500			7,500	7,500	7,500	7,500
47. Third St. to Fifth St.—3.5 acres @ \$3,000 per acre	10,500			10,500	10,500	10,500	10,500
48. Fifth St. to Park St.—Shop grounds—15.1 acres @ \$2,000 per acre	30,200			30,000	30,000	30,200	30,200
49.* Tract of land south of Nester's Addition, west of shops. Railroad use of 18.2 acres, including Quarry Spur—@ \$1,200 per acre	21,840			66,600	66,600	21,840	21,840
50. North Marquette, industrial sites, 151 acres. Railroad use—a 100 ft. strip for 2,250 ft. track—5.1 acres @ \$200 per acre	1,020			30,270	30,270	1,020	1,020
* Modified.							
51. Dead River Branch—right of way—28.2 acres @ \$200 per acre	5,640			6,000	6,000	5,640	5,640
52. North line—right of way to city limits Marquette—6.8 acres @ \$200 per acre	1,360			1,360	1,360	1,360	1,360
54.* South line—right of way, south of Division St. to north line of the S.W. ¼ of S.W. ¼ of section 26—4.1 acres in railroad use @ \$200 per acre	820						
55. South line—right of way from north line of S.W. ¼ of S.W. ¼ of section 26 to mile post 9—96.4 acres @ \$75 per acre	7,230						

28. Right of way—south line—Hampton St. to M. P. 1

16 acres @ \$200	3,200	8,050	3,200	8,050	3,200	8,050	3,200	8,050
(See also No. 30 below).								
29. Right of way—north line, city limits Marquette to limits Negaunee—79 acres @ \$150	11,850		11,850					9,030
30. Right of way—south line, limits Marquette to limits Negaunee—96 acres @ \$100 per acre	9,600		9,600					
City of Negaunee:								
31. North line—M. P. 163 to M. P. 164 plus 2,800 ft. New line—2.6 miles near Negaunee mine.								
South line—M. P. 9 to M. P. 12.	215,000	166,500	215,000	166,500				166,500
Total acreage—96 acres @ \$2,500 per acre								
32. In Negaunee City to M. P. 167 on main line.	101,500		101,500					75,000
Total acreage—29 acres @ \$3,500 per acre								
33.* Track rights in Negaunee:								
(a) Main line—8,700 ft. @ \$5 per ft.	43,500	34,600	43,500	34,600				34,600
(b) Branch—7,300 ft. @ \$1.50 per ft.	10,950	10,950	10,950	10,950				10,950
Between Negaunee and Ishpeming.								
34.* South line—17½ acres @ \$1,000 per acre	17,500	98,300	17,500	98,300				98,300
City of Ishpeming								
35. South line—in city—38.2 acres @ \$2,500 per acre.	95,500	37,200	95,500	37,200				37,200
36.* North line:								
(a) Eastern part of city—9.0 acres @ \$3,000 per acre	27,000							
(b) Western part of city—7.0 acres @ \$3,500 per acre	24,500							
53. North line—right of way city limits Marquette to mile post 163—90.3 acres @ \$100 per acre		8,050	3,200	8,050				8,050
Included in No. 55 above.		9,030	11,850	9,030				9,030
56. North line, mile post 163 to mile post 164 plus 4,200 ft. New double track line 2.6 miles near Negaunee mine.								
South line, mile post 9 to mile post 12.								
46.5 acres @ \$1,000 per acre }								
40.0 acres @ \$3,000 per acre }								
57. North and south lines in city of Negaunee, to mile post 167; in railroad use—18.9 acres @ \$4,000 per acre								
58. North line, mile post 167 to point 8,700 ft. west, within city limits of Negaunee and Ishpeming. Right of way for single track considered equivalent to width of 50 ft.								
4.6 acres @ \$4,000 per acre }								
5.4 acres @ \$3,000 per acre }								
59. Teal Lake Branch, Negaunee—7,300 ft. @ \$1.50 per ft.								
60. South line, from center of Section 11 to west line Ishpeming City limits.								
30.0 acres @ \$3,000 per acre }								
8.3 acres @ \$1,000 per acre }								
61. South line in Negaunee and Ishpeming, mile post 167 west to center line of section 11—12.4 acres @ \$3,000 per acre								
63. North line in Ishpeming, from center of section 2 to north line of section 10—9.6 acres @ \$28,800 per acre								
65. North line in Ishpeming, from center line of section 9 to connection with south line, 7.0 acres @ \$3,000 per acre								

COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS RIGHT OF WAY and STATION GROUNDS—Continued

	Riggs—1911—Exhibit 1	Hansel—1912—Exhibit 15	1911		1912	
			C. R.	P. V.	C. R.	P. V.
			\$	\$	\$	\$
	Total.....	Total.....	51,500	51,500	53,100	53,100
66.	Right of way—title by prescription, for track connecting north line with main line, from north line section 16 to right of way of main line, 750 ft. assumed 66 ft. wide—1.1 acres @ \$3,000 per acre	3,300				
64.	North line, in Ishpeming, from north line of section 10 to center line of section 9—5,000 ft. through the central part of the city—narrow right of way, trackage rights and extra lots: 3,000 ft. @ \$30 per lin. ft. 2,000 ft. @ \$5 per lin. ft. }	100,000				
60.	Track rights from Palmer Branch to Milwaukee Mine—9,200 ft. @ \$1.50 per ft.	13,800	150,000	150,000	100,000	100,000
67.*	Winthrop Branch, trackage rights	6,900	6,900	6,900	13,800	13,800
68.*	Mary Charlotte Branch—3 acres @ \$100 per acre	300	320	320	6,900	6,900
69.*	Palmer Branch—31.3 acres @ \$100 per acre	3,130	3,140	3,140	300	300
	Included in No. 29 above.		4,200	4,200	3,130	3,130
	Included in No. 29 above.		7,560	7,560		
70.	Humboldt, station grounds—4 acres @ \$100 per acre	400	9,000	9,000	400	400
71.	Included in No. 29 above. Champion Mine Branch 7.5 acres @ \$200 per acre	1,500	1,440	1,440		
72.	Champion station grounds 3 acres @ \$200 per acre	600				

45. Champion (including branch—350 acres @ \$350 per acre	6,300	2,100	6,300	6,300	2,100	2,100
46.* Champion to Michigamme and Michigamme to County line—84 acres @ \$25 per acre	2,100		2,100	2,100		
47. Michigamme—8 acres @ \$350 per acre	2,800		2,800	2,800	400	400
48. Republic Branch: Country land—94 acres @ \$25 per acre In Republic Village—8 acres @ \$1,000 per acre	2,350 8,000	400 8,100	2,350 8,000	2,350 8,000	8,100	8,100
Total Marquette County			1,541,927	1,541,927	1,068,500	1,068,500
BARAGA COUNTY:						
1. Three Lakes station grounds—20 acres @ \$75 per acre	1,500	600	1,500	1,500	600	600
2. Nestoria station grounds—15 acres @ \$200 per acre	3,000	1,090	3,000	3,000	1,000	1,000
3. Baraga station grounds—13.2 acres @ \$1,000 per acre	13,200	6,000	13,200	13,200	6,000	6,000
4. Keweenaw Bay station—6 acres @ \$1,000 per acre	6,000	1,200	6,000	6,000	1,200	1,200
5.* Assinins station grounds—6 acres @ \$1,000 per acre	6,000	1,200	6,000	6,000	1,200	1,200
6.* L'Anse Terminal—45.2 acres @ \$1,500 per acre	67,800	6,050	67,800	67,800	6,050	6,050
7. Country Land: 300 acres—sandy and rocky @ \$25 per acre 85 acres—fair sandy loam @ \$37.50 per acre 327 acres—clay loam @ \$45 per acre 136 acres—good farm land @ \$60 per acre	7,500 3,187 14,715 8,160					
848 acres—Total rural right of way	33,562	21,702	33,562	33,562	21,702	21,702
Total Baraga County			131,062	131,062	37,752	37,752

\* Modified.

\* Modified.



COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS RIGHT OF WAY and STATIO FUND—Continued

	Riggs—1911—Exhibit 1	Hansel—1912—Exhibit 15	1911		1912	
			C. R.	P. V.	C. R.	P. V.
			\$	\$	\$	\$
<b>HOUGHTON COUNTY:</b>						
1. Houghton terminal—12 acres—1,550 ft. of water front with Riparian rights, depth ranging from 150 ft. to 350 ft.—1,500 ft. @ \$35 per foot	52,500	82. Houghton terminal—1,550 ft. water front, non railroad use of Riparian rights—1,500 ft. @ \$20 per foot	52,500	52,500	30,000	30,000
2. First mile out of Houghton yard along shore of Portage Lake at foot of bluff below State School of Mines and residence district—12.8 acres @ \$2,500 per acre	32,000	83. First mile south of Houghton terminal—12.8 acres @ \$2,000 per acre	32,000	32,000	25,600	25,600
3. School of Mines to Chassell—63 acres @ \$200 per acre	12,600	(Included in No. 87 below).				
4. Chassell station grounds—10 acres @ \$1,000 per acre	10,000	84. Chassell station grounds—6 acres @ \$750 per acre	10,000	10,000	4,500	4,500
5.* Kenton station grounds—8 acres @ \$1,000 per acre	8,000	86. Kenton station grounds—6 acres @ \$400 per acre	8,000	8,000	2,400	2,400
6. Sidnaw station grounds—8 acres @ \$1,200 per acre	9,600	85. Sidnaw station grounds—6 acres @ \$400 per acre	9,600	9,600	2,400	2,400
7. Country land, Baraga Co. line to Sidnaw, 6 acres @ \$200 per acre	1,200					
8. Other country land—good clay loam or muck lands—154 acres @ \$50 per acre	7,700					
Total country lands—223 acres	21,500	87. Rural right of way—318.6 acres @ \$40 per acre	21,500	21,500	12,744	12,744
Total Houghton County			133,600	133,600	77,644	77,644
<b>ONTONAGON COUNTY:</b>						
1. Station grounds—Even, Lake Gogebic and Trout Creek—20 acres @ \$1,000 per acre	20,000	88. Even station grounds—6 acres @ \$400 per acre				
2. Station grounds—small villages	2,000	89. Bergland, Bruce, Lake Gogebic, Faynesville and Trout Creek station grounds—15 ac. @ \$200 per ac.				
Total station grounds	22,000	Total station grounds—21 acres	22,000	22,000	5,400	5,400
30 acres						



# COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS RIGHT OF WAY AND STATION GROUNDS—Continued

Modifications to 1911 Appraisal as per Exhibit 50  
Real Estate Used in Railroad Operation

Modifications to 1912 Appraisal

	De- ductions	Ad- ditions	De- ductions	Ad- ditions
13. (a) Right of way and station grounds: Direct Exam. 170.40 acres clay loam land @ \$50 8,520 Should be Brimley 2.58 acres @ \$600 1,548 167.82 acres clay loam land @ \$50 8,391 170.40 9,939	\$	\$	\$	\$
Totals.....	10,750	1,419		
Net deduction, Chippewa Co. 1911 valuation Chippewa County.....	9,331			
Modified Valuation Chippewa County.....	201,751			
MACKINAC COUNTY: 1. Cross Exam. Deduct Humphrey lot 1,030 2. Cross Exam. Deduct right of way to Martel Furnace 3,423 3. and 4. Direct Exam. Increase St Ignace property 50% 22,500 Totals..... 4,453 22,500	1,030 3,423 22,500 4,453			
Net additions in Mackinac County 1911 valuation Mackinac County.....		18,047		
Modified valuation—Mackinac County.....		64,551		
LUCE COUNTY: 1. Direct Exam. Increase New berry village from \$750 per acre to \$1,500 82,598 Totals..... 4,688		82,598 4,688		

MACKINAC COUNTY:  
No changes.

LUCE COUNTY:  
No changes.

4. Direct Exam. Increase Asylum Branch from \$100 per acre to \$300
- Total.....
- 1911 valuation—Luce County.....
- Modified valuation—Luce County.....

SCHOOLCRAFT COUNTY:

No changes.

ALGER COUNTY:

No changes.

MARQUETTE COUNTY:

4. Cross Exam.—Decrease Burt & Ely's Addition frontage from \$35 to \$30 per lin. ft., 1,100 ft.
6. Cross Exam.—Increase Water Front outside of Harbor from \$30 to \$35 per ft.—850 ft.
20. Direct Exam.—Increase Spring St. frontage from \$50 to \$66½ per ft.—150 ft.
- Affidavit—Deduction in affidavit of April 26 for unused lands in city of Marquette
33. Direct Exam.—Add 9,120 ft. of trackage rights at Negaunee @ \$1.50
37. Direct Exam.—Add acreage of 1.52 acres on 1,000 ft. right of way @ \$3,500—City of Ishpeming
34. Direct Exam.—Change acreage of land between Ishpeming and Negaunee from 17¼ to 12.34 acres—5.16 acres @ \$1,000
36. (a) Direct Exam.—City of Ishpeming, north line—change acreage from 9.0 to 9.7—0.7 acres @ \$3,000
36. (b) Direct Exam.—Change acreage from 7.0 to 7.6—0.6 acres @ \$3,500
39. Direct Exam.—Mary Charlotte Branch increase from \$100 per acre to \$2,500—3.2 acres
38. Direct Exam.—Winthrop Branch, increase from \$300 per acre to \$2,500—23 acres
40. Direct Exam.—Palmer Branch, increase from \$100 per acre to \$2,500—31.4 acres
46. Direct Exam.—Increase country land, Champion to Michigamme and Michigamme to county line from \$25 per acre to \$50—84 acres.

500

5,488

24,173

29,661

SCHOOLCRAFT COUNTY:

No changes.

ALGER COUNTY:

No changes.

MARQUETTE COUNTY:

49. Consolidated Fuel & Lumber Co. grounds—5 acres @ \$1,500
54. 1,160 ft. of right of way 100 ft. wide—2.7 acres @ \$250
33. This item should be described as follows:—Water front inside Marquette Harbor—2,200 ft., including site of the ore, coal and merchandise docks. Railroad use as follows: Riparian rights, northerly 700 ft. @ \$50 a ft. \$35,000
- Land for approaches to ore docks Nos. 4 and 5—100 ft. @ \$25 a ft. 2,500
- One-half of the land, except approaches to ore docks, north of the switch leading to Picklands Coal Co.—¾ of 1,300 ft. @ \$25 a ft. 16,250
- Total for item 33.....
- Previous total for item 33.....
- Difference.....
- Overhead expenses—15%.....
- Total deduction.....
68. Mary Charlotte Branch—3 acres @ (\$2,000—\$100)
67. Winthrop Branch—trackage rights 1.94 miles, considered equivalent to 50 ft. right of way.—11.8 acres @ \$2,000 23,600
- Previous total.....

5,500

4,250

2,500

13,680

5,320

5,160

2,100

2,100

7,680

50,600

75,360

2,100

10,063

5,700

16,700

**COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS      RIGHT OF WAY and STATION GROUNDS—Continued**

Modifications to 1911 Appraisal as per Exhibit 50 Real Estate Used in Railroad Operation		Modifications to 1912 Appraisal	
De- ductions	Ad- ditions	De- ductions	Ad- ditions
44. Direct Exam.—Increase country land, Humboldt to Champion from \$40 an acre to \$50—36 acres		\$	\$
	360		59,470
Total	160,650		90,045
Net additions	5,390		13,507
1911 valuation—Marquette County	1,541,927		
Modified valuation—Marquette County	1,547,317	10,063	103,552
BARAGA COUNTY:			10,063
5. Direct Exam.—Decrease value at Assinins from \$1,000 per acre to \$200—6 acres	4,800		93,489
6. Cross Exam.—Decrease acreage at L'Anse Terminal from 45.2 to 32.1—13.1 acres @ \$1,500	19,650		1,068,500
Total	24,450		1,101,989
1911 valuation—Baraga County	131,062		
Deductions	24,450		
Modified valuation—Baraga County	106,612		
HOUGHTON COUNTY:			
5. Direct Exam.—Decrease value at Kenton from \$1,000 per acre to \$750—8 acres	2,000		
1911 valuation Houghton County	133,600		
Deductions	2,000		
Modified valuation—Houghton County	131,600		
HOUGHTON COUNTY: No changes.			

ONTONAGON COUNTY:  
No changes.

GOGEBIC COUNTY:

1. Cross Exam.—Decrease acreage at Thomaston from 60 to 20.5 acres—39.5 acres @ \$200
- 1911 valuation, Gogebic County.....
- Deductions.....

7,900  
34,300  
7,900  
26,400

Modified valuation—Gogebic County.....

ONTONAGON COUNTY:  
No changes.

GOGEBIC COUNTY:  
No changes.

# RECAPITULATION RIGHT OF WAY and STATION GROUNDS

COUNTY	Original 1911 Appraisal		Modified 1911 Appraisal		Original 1912 Appraisal		Modified 1912 Appraisal	
	C. R.	P. V.	C. R.	P. V.	C. R.	P. V.	C. R.	P. V.
Chippewa County.....	\$ 211,082	211,082	\$ 201,751	201,751	\$ 55,423	55,423	\$ 57,838	57,838
Mackinac County.....	64,531	64,531	82,598	82,598	72,788	72,788	72,788	72,788
Luce County.....	24,173	24,173	29,661	29,661	10,361	10,361	10,361	10,361
Schoolcraft County.....	8,510	8,510	8,510	8,510	4,904	4,904	4,904	4,904
Alger County.....	18,838	18,838	18,838	18,838	9,864	9,864	9,864	9,864
Marquette County.....	1,541,927	1,541,927	1,547,317	1,547,317	1,068,500	1,068,500	1,161,989	1,161,989
Baraga County.....	131,062	131,062	106,612	106,612	37,752	37,752	37,752	37,752
Houghton County.....	133,600	133,600	131,600	131,600	77,644	77,644	77,644	77,644
Ontonagon County.....	53,880	53,880	53,880	53,880	17,584	17,584	17,584	17,584
Gogebic County.....	34,300	34,300	26,400	26,400	16,063	16,063	16,063	16,063
Total in Michigan.....	2,221,923	2,221,923	2,207,167	2,207,167	1,370,883	1,370,883	1,466,787	1,466,787

Schedule No. 2 — REAL ESTATE

Mr. Riggs in the appraisal of 1911—Exhibit No. 1—carried a schedule of real estate, other than shown in Schedule No. 1, the total of which was \$12,733. Mr. Hansel did not include this property in his 1912 appraisal, exhibit No. 15 and Mr. Riggs excluded it from Exhibit No. 1-A, being the appraisal for 1913. In exhibit 50 Mr. Riggs deducted this item from the 1911 appraisal because it was not used in operation.



## GRADING

## COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

Riggs—1911—Exhibit 1		Hazel—1912—Exhibit 15		Riggs—1913—Exhibit 1-A		1911		1912		1913		
						Allocation	C.R.	%	P.V.	C.R.	%	P.V.
<b>EAST OF MARQUETTE:</b>												
<b>Grading:</b>												
<b>Earthwork:</b>												
Sault Ste. Marie to Marquette 152.34 miles		1,687,301 c. y. @ \$0.30	Total E. of Marquette 395,200 c. y. @ \$0.20	Miles 152.34	1st main track		506,190	100	506,190	79,040	100	79,040
Trestles filled since 1900 appraisal		54,717	Total E. of Marquette 1,993,100	0.26	1st main trk. jt.	0.83	16,415	100	16,415	484,405	100	484,405
One box culvert since 1900 appraisal		9	Total E. of Marquette 154,800	0.40	2d main trk. jt.	.074	3	100	3	61,920	100	61,920
17 Ft Cattle Guards since 1900 appraisal		459					138	100	138			530,550
Branches (15.40 mi.) Joint Branches (43-57 of 6960 c. y)		123,200 3,440			Branches Branch Joint	22.83 0.43	36,960	100	36,960			55,800
St. Ignace to Soo Junction 42.97 miles 4 trestles filled since 1900 appraisal		351,000 9,097 18,698				23.26	186,000 c. y.	0.30	F.	1,032	100	1,032
Branches, 4.06 mi.					Same miles as 1911		360,097 c. y	0.30	F. & P.	105,300	100	105,300
Total		2,247,921 c. y.	2,413,100 c. y.		Branches	4.01	18,000 c. y.	0.30	F.	674,376	100	674,376
<b>SHRINKAGE:</b>							2,332,597 c. y.			625,365		625,365
Sault Ste. Marie to Marquette		170,879	0.30				170,879	0.30	F. & P.	51,264	100	51,264
St. Ignace to Soo		37,500	0.30				37,500	0.30	F. & P.	11,250	100	11,250
Total Shrinkage		208,379 c. y.	138,000 c. y.	0.25			208,379 c. y.			62,514		62,514
Overhaul, Grading Crossings: APPROACHES AND DEPOT GROUNDS: Sault Ste. Marie to Marquette		128,150	0.30				128,150 c. y.	0.30	F. & P.	38,448	100	38,448

St. Ignace to Soo Junction	28,125	0.30	73,300 e. y. 2,413,100 e. y. 138,000 73,300	0.25	28,125	0.30 F. & P.	8,437 100	8,437	18,325 100 625,365 34,500 18,325	46,885 674,376 62,514 46,885	8,438 100	8,438
Total.....	156,284 e. y. 2,247,921 e. y. 208,379 156,284		73,300 e. y. 2,413,100 e. y. 138,000 73,300	0.25	156,284 e. y. 2,332,597 e. y. 208,379 156,284		46,885 674,376 62,514 46,885	46,885 674,376 62,514 46,885	18,325 100 625,365 34,500 18,325	46,886 699,779 62,514 46,886		46,886 699,779 62,514 46,886
Total Earthwork.....	2,612,384 e. y.		2,624,400 e. y.		2,697,260 e. y.		783,775	783,775	678,190	809,179		809,179
SOLID ROCK:												
Sault Ste. Marie to Marquette	7,162 e. y.	1.35			7,162 e. y.	F. & P.	9,669 100	9,669		9,669 100		9,669
St. Ignace to Soo Junction	8,000	1.35			8,000	F. & P.	10,800 100	10,800		10,800 100		10,800
Total Solid Rock.....	15,162 e. y.		24,800 e. y.	1.35	15,162 e. y.		20,469	20,469	33,480 100	20,469		20,469
LOOSE ROCK AND HARDPAN:												
Sault Ste. Marie to Marquette	14,324	0.50			14,324 e. y.	0.50 F. & P.	7,162 100	7,162		7,162 100		7,162
St. Ignace to Soo Jet. Main line	16,000	0.50			16,000	0.50 F. & P.	8,000 100	8,000		8,000 100		8,000
Branches	717	0.50			710	0.50 F.	358 100	358		355 100		355
Total Loose Rock and Hardpan	31,041 e. y.		26,900 e. y.	0.50	31,034 e. y.		15,520	15,520	13,450 100	15,517		15,517
CONDUIT CONSTRUCTION:												
Sault Ste. Marie to Marquette	20 Miles 564.00		20 Miles 500.00		20 Miles 564.00	F. & P.	11,280 100	11,280	10,000 100	11,280 100		11,280
CLEARING AND GRUBBING:												
Sault Ste. Marie to Marquette	1,540.50 Acres	80.00	Main Line Clearing 1,770 Acres	40.00	1,540.50 Acres	80.00 F. & P.	123,240 100	123,240	70,800 100	123,240 100		123,240
Main Line												
St. Ignace to Soo Jet. Main Line	410.80 Acres	80.00	Grubbing 530 Acres	100.00	410.80 Acres	80.00 F. & P.	32,864 100	32,864	53,000 100	32,864 100		32,864
St. Ignace to Soo. Jet. Branches	25.81 Acres	80.00	Branches, Clearing 50 Acres	40.00	24.00 Acres	80.00 F.	2,065 100	2,065	2,000 100	1,920 100		1,920
Sault Ste. Marie to Marquette	92.40 Acres	80.00	Grubbing 20 Acres	100.00	139.56 Acres	80.00 F.	7,392 100	7,392	2,000 100	11,165 100		11,165
Branches												
Sault Ste. Marie to Marquette	2,56 Acres	80.00					208 100	208				
Joint Branches (43-87 of 5.19 Ac.)												
Total Clearing and Grubbing	2,072.07 Acres		2,370 Acres		2,114.86 Acres		165,769	165,769	127,800	169,189		169,18

### COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

## GRADING—Continued

[illegible]

Total Shrinkage.....		231,394																		
OVERHAUL, GRADING CROSSINGS																				
Approaches and Depot Grounds		173,546	0.30	193,600	0.25	Marquette to Nestoria Marquette to Nestoria (South Line) Nestoria to Houghton	95,053 12,200 66,282	0.30 F & P. O. 0.30 F & P.	69,418	52,064	100	22,750	22,750	52,061	734,146 73,738 52,061	73,738 3,660 19,885	100	28,516	100	28,516
				91,000			173,535		52,064			22,750	22,750	52,061	618,375 48,400 22,750	618,375 73,738 52,061	100	22,750	100	22,750
Total Earthwork.....		2,863,821		2,694,700		Marquette to Nestoria	2,866,465		859,166			689,525	689,525	859,945	859,945					859,945
SOLID ROCK																				
Main Line		39,640 c. y. @ \$1.35		63,400 c. y. @ \$1.35		North Line	17,050 c. y. @ \$1.35	F & P.	53,514	100	85,590	100	85,590	23,018	100	23,018				23,018
Branches		4,906	1.35			South Line	2,773	Ore	6,623					3,744	100	3,744				3,744
Branches, Joint (159-371 of 1250)		535	1.35			Branches	3,745	Ore	729	100				5,056	100	5,056				5,056
						Nestoria to Houghton	19,820	1.35 F & P.						26,757	100	26,757				26,757
Total		45,081		63,400			43,388		60,866				85,590	58,575		58,575				58,575
LOOSE ROCK AND HARDPAN:																				
Main Line		118,920 c. y. @ \$0.50		122,200 c. y. @ \$0.50		Marquette to Nestoria	80,900 c. y. @ \$0.50	F & P.	59,460	100	61,100	100	61,100	40,450	100	40,450				40,450
Branches		14,718	0.50			North Line	8,318	Ore	7,359					4,159	100	4,159				4,159
Branches, Joint (159-371 of 2450)		1,050	0.50			South Line	11,236	Ore	525	100				5,618		5,618				5,618
						Branches	29,700	0.50 F & P.						14,850		14,850				14,850
Total		134,688		122,200		Nestoria to Houghton	130,154		67,344				61,100	65,077		65,077				65,077

## COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

## GRADING—Continued

Riggs—1911—Exhibit 1		Hansel—1912—Exhibit 15		Riggs—1913—Exhibit 1-A		1911		1912		1913	
						Alloc-	C.R.	%	P.V.	C.R.	%
						ation			\$		
CLEARING AND GRUBBING:		CLEARING:		Marquette to Nestoria		652.37 Ac. @ \$80.00 F & P.	95,306	100	95,306	33,200	100
Main Line	1,191.32 Acres \$80.00	Main Line	830 Ac. @ \$40.00	Freight Branches	26.76	80.00	F.	10,958	100	10,958	5,200
Branches	136.98 80.00	Branches	130	South Line	83.00	80.00	Ore	763	100	763	763
Branches (Joint 156-371 of 22.26 Acres)	9.54 80.00	GRUBBING		Branches	104.52	80.00	Ore				
		Main Line	250	Main Line	454.90	80.00	F & P.	25,000	100	25,000	4,000
		Branches	40	Branches	11.40	80.00	F.	4,000	100	4,000	36,392
											912
								107,027	107,027	67,400	106,637
RETAINING WALLS:		RETAINING WALLS:		Same as Exhibit 1, 1911		P.	1,899	100	1,899	21	2,069
A. Marquette, Front St., East end of Depot Grounds. Built of Sandstone laid in mortar Iron fence on top of wall.	1,337.84 Acres Excavation 42 c. y. @ \$0.50 Masonry 52 8.00	Excavation 42 c. y. @ \$0.50 Masonry 52 8.00					200	100	200	416	
B. Grading at Marquette Cut to L. S. & I. and coal dock; 2 retaining walls 745 ft. long, 15 ft. high at center and 2 ft. at ends	2,632 c. y. @ 10.50 Excavation 10,675 0.30	2 walls 855 ft. long Excavation for walls 1,500 c. y. 0.50 Masonry 4,340 8.00 Back fill 1,900 0.50 Excavation for cut 11,000 0.26					2,069	90	2,069	437	90
Stone laid in cement							27,636	90	24,872	34,720	750
Excavation							3,203	100	3,203	950	
Back Fill							628	100		36,420	70
							31,467			2,860	100
							28,703			39,280	
										28,354	31,467

C. Approach to Dock, No. 4. 2 retaining walls under overhead bridge. Walls are 81 ft. long, 17 ft. high.		Excavation for walls 380		Same as Exhibit 1.		Ore		190		6,787		6,296	
Trap rock in cement mortar	465 c. y. @ \$10.50	Masonry	680	8.00				4,883	90	4,395			
Excavation	6,098	Back fill	450	0.50				1,829	100	1,829	85	4,977	
Back fill	250	Excavation cut	8,020	0.26				75	100	75	2,085	100	2,085
								6,787		6,299		7,062	6,787
D. West Side of Lake St. 1 wall timber construction at ends and red sandstone at center, 714 ft. long.		327 ft. of masonry wall and 440 ft. of timber wall				F. & P.							6,296
Red sandstone laid dry	322.5 c. y. @ \$9.00	Excavation	220 c. y.	0.50				2,903	50	1,452			5,847
Pile construction	1,700 ft.	Masonry	390	8.00				680	20	136			23,225
Timber walls	524.8 M.B.M. 38.64	Timber	8100 M.B.M.	38.00				19,229	20	3,846		1,615	
Excavation	108 c. y.	Piles	750 Lin. ft.	0.40				32	100	32	3,078	25	770
Filling and smoothing	1,270	Iron	6,800 lbs.	0.035				381	100	381	300	25	75
											238	25	59
								23,225		5,847		2,519	23,225
E. 1 wall 30 ft. on Lake St., 175 ft. on Cross St. Cut Red Superior sandstone laid in mortar		U Abutment W. Side Lake St.				Omitted							5,847
	280 c. y. @ 10.50	Masonry	880 c. y.	8.00				2,940	90	2,646		6,640	
Excavating	87	Excavation	340	0.50				26	100	26	170		
Filling, cutting and smoothing	460	Fill between walls	1,450	0.50				138	100	138	725		
								3,104		2,810		7,535	60
												4,521	



## COMPARISON OF THE 1911, 1912 AND 1913

## GRADING—Continued

Riggs—1911—Exhibit 1	Hansel—1912—Exhibit 15	Riggs—1913—Exhibit 1-A	Allocation	1911			1912			1913		
				C.R.	%	P.V.	C.R.	%	P.V.	C.R.	%	P.V.
F. East Side Lake St. 1 wall 684 ft. long. Trap work laid in cement mortar Excavation Cutting and smoothing Tight board fence over portion of wall 1.013 M.B.M. 33.00	Omitted	Same as Exhibit 1, West Side Lake St.	F & P.									
G. Approach to Dock No. 5. 2 walls 500 ft. long and 2 piers for overhead crossing. Plain concrete Excavation Filling	U abutment south of Marquette Depot, 446 ft. long and pier Excavation Masonry Fill between walls 1,300	Same as Exhibit 1.	Ore									
ISHPEMING: H. 1 wall 200 ft. long. Stone laid in mortar Excavation Cutting and filling	Omitted	Same as Exhibit 1.	F & P.									
MICHIGANNE: I. 1 wall 500 ft. long. Stone laid in mortar	Omitted	Same as Exhibit 1.	F & P.									

	Excavation Cutting and filling	139 370	0.30 0.30	Omitted		42 100 111 100	421 111
J. J.	1 wall 200 ft. long. Stone laid in mortar Excavation Cutting and filling	185 56 129	10.50 0.30 0.30	Omitted	Same as Exhibit 1.	F & P. 5,498 1,943 85 17 100 39 100	4,896 1,632 17 39  1,708
K.	Omitted			MICHIGAMME:  Retaining wall protect- ing turntable Excavation Masonry 60 8.00	Omitted	1,999	1,999
L.	Omitted			NEGAUNEE:  Wooden retaining wall north of depot Timber 30 M.B.M. 38.00 Iron 1,000 lbs 0.035	Omitted	1,140 35 1,175 90	20 480 500 90 450
M.	Omitted			HUMBOLDT  Retaining wall Excavation Masonry 30 8.00	Omitted	13 240 253 90	1,058  228

### COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

## GRADING—Continued

[illegible]

Omitted

# NESTORIA TO STATE LINE:

## GRADING:

Main Line 101.47 Miles  
Bessemer Branch 2.23

103.70 Miles

## EARTHWORK:

6 brestles filled since 1900  
Branches, 10.56 Miles

Total	1,606,295 c. y.	1,805,900	1,833,655 c. y.	499,889	456,691 100	99,640 100	99,640 100	488,944 100	488,944
SHRINKAGE:									
	154,954 c. y.	141,100	159,954	46,486 100	17,854 100	305,420 100	305,420 100	15,000 100	15,000
			5,000	0.30 F.	25,344 100	53,280 100	53,280 100	46,152 100	46,152
Total	1,606,295 c. y.	1,805,900	1,833,655 c. y.	499,889	456,691 100	99,640 100	99,640 100	488,944 100	488,944
OVERHAUL, GRADING CROSSINGS:									
Approaches and Depot Grounds	116,215 c. y.	22,000 c. y.	116,215 c. y.	34,864 100	499,889	458,340	458,340	550,096	550,096
					46,486	35,275	35,275	49,486	49,486
Earthwork	1,606,295	1,805,900	1,833,655	499,889	456,691	305,420	305,420	15,000	15,000
Shrinkage	154,954	141,100	164,954	46,486	17,854	305,420	305,420	15,000	15,000
Overhaul	116,215	22,000	116,215	34,864	25,344	53,280	53,280	46,152	46,152
Total Earthwork	1,937,464 c. y.	1,968,900 c. y.	2,114,824 c. y.	581,239	499,889	458,340	458,340	550,096	550,096
SOLID ROCK:									
LOOSE ROCK AND HARDPAN:	9,078 c. y.	7,600 c. y.	9,078 c. y.	12,255 100	12,255 100	10,260 100	10,260 100	12,255 100	12,255
CLEARING AND GRUBBING:	18,156 c. y.	24,900	18,156	9,078 100	9,078 100	12,450 100	12,450 100	9,078 100	9,078
Main Line	975.65 Acres	80.00	956.85 Acres	80.00 F. & P.	80.00 F. & P.	31,200 100	31,200 100	76,548 100	76,548
Branches	63.36	80.00	13.38 Acres	80.00 F.	5,069 100	23,000 100	23,000 100	1,070 100	1,070
			115.38 Acres	80.00 F.				9,280 100	9,280
Total	1,039.01 Acres	1,010 Acres	1,085.61 Acres	83,121	83,121	54,200	54,200	86,848	86,848
RUPRAP:									
Omitted	Mile post 186.7	235 c. y. @ \$2.00	Omitted			470 100	470		

## COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

GRADING—Continued

## RECAPITULATION

	QUANTITIES			1911		1912		1913	
	1911	1912	1913	C. R.	P. V.	C. R.	P. V.	C. R.	P. V.
<b>EARTHWORK:</b>				\$	\$	\$	\$	\$	\$
East of Marquette	2,247,921	2,413,100	2,232,597	674,376	674,376	625,365	625,365	699,779	699,779
Marquette to Houghton	2,458,881	2,410,100	2,447,155	737,684	737,684	618,375	618,375	734,146	734,146
Nestora to State Line	1,666,265	1,805,900	1,833,655	499,889	499,889	458,340	458,340	550,096	550,096
Total c. y.	6,373,067	6,629,100	6,613,407						
<b>SOLID ROCK:</b>									
East of Marquette	15,162	24,800	15,162	20,469	20,469	33,480	33,480	20,469	20,469
Marquette to Houghton	45,081	63,400	43,388	60,866	60,866	85,590	85,590	58,575	58,575
Nestora to State Line	9,078	7,600	9,078	12,255	12,255	10,260	10,260	12,255	12,255
Total c. y.	69,321	95,800	67,628						
<b>LOOSE ROCK AND HARDPAN:</b>									
East of Marquette	31,041	26,900	31,034	15,520	15,520	13,450	13,450	15,517	15,517
Marquette to Houghton	134,688	122,200	130,154	67,344	67,344	61,100	61,100	65,077	65,077
Nestora to State Line	18,156	24,900	18,156	9,078	9,078	12,450	12,450	9,078	9,078
Total c. y.	183,885	174,000	179,344						
<b>RETAINING WALLS:</b>									
Marquette to Houghton				102,575	78,687	95,641	73,093	101,248	77,490
<b>SHRINKAGE:</b>									
East of Marquette	208,379	138,000	208,379	62,514	62,514	34,500	34,500	62,514	62,514
Marquette to Houghton	231,394	193,600	245,795	69,418	69,418	48,400	48,400	73,738	73,738
Nestora to State Line	154,954	141,000	164,954	46,486	46,486	35,275	35,275	49,486	49,486
Total c. y.	594,727	472,600	619,128						

## OVERHAUL, GRADING CROSSINGS, ETC.:

East of Marquette.....	73,300	156,284	46,885	46,885	18,325	18,325	46,886	46,886
Marquette to Houghton.....	91,000	173,546	52,064	52,064	22,750	22,750	52,061	52,061
Nestoria to State Line.....	22,000	116,215	34,864	34,864	5,500	5,500	34,864	34,864
Total c. y.....	186,300	446,045						

## CLEARING AND GRUBBING:

East of Marquette.....	2,370	2,114.86	165,769	165,769	127,800	127,800	169,189	169,189
Marquette to Houghton.....	1,250	1,332.95	107,027	107,027	67,400	67,400	106,637	106,637
Nestoria to State Line.....	1,010	1,085.61	83,121	83,121	54,200	54,200	86,848	86,848
Total Acres.....	4,630	4,533.42						

## CORDUROY CONSTRUCTION:

East of Marquette.....	20 Miles	20 Miles	11,280	11,280	10,000	10,000	11,280	11,280
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## RIPRAP:

East of Marquette.....	870		2,879,484	2,855,596	2,438,201	2,415,653	2,959,743	2,935,985
Marquette to Houghton.....	950				1,740	1,740		
Nestoria to State Line.....	235				1,900	1,900		
Total c. y.....	2,055				470	470		

## Total in Michigan.....

## ADDED BY RIGGS IN EXHIBIT 50:

Amount Transferred from Terminals.....	2,879,484		2,855,596		2,442,311	2,419,763	2,959,743	2,935,985
Total.....			111	111				







## COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

## BRIDGES—Continued

	Riggs—1911—Exhibit 1	Hansel—1912—Exhibit 15	Riggs—1913—Exhibit 1-A	1911		1912		1913	
				C.R.	P.V.	C.R.	P.V.	C.A.	P.V.
10 Toquesmon River—70' Howe Truss, deck, pile abutments, 112' trestle approach.			As per Exhibit 1.						
Howe Truss:									
Timber	24,210 M.B.M. 43.64	680 lin. ft. @ \$0.40	Deduct:—	1,057	52	272	60		163
Wrought iron	8,420 lbs 0.035	37.3 M.B.M. 44.00	Scrap rail	295	84	1,641	40		656
Cast iron	7,980 lbs 0.035	21.7 M.B.M. 38.00	1.3 tons @ \$14.00 \$18 100 \$18	279	84	825	60		405
Bridge ties	71 2.08%	27,076 lbs 0.035	2.5 tons	146	52	77	948		509
Guard rail (scrap)	1.3 tons 14.00	9.1 M.B.M. 34.00	Track spikes 1.64 cwt.	18	100	309	60		185
Track spikes for guard rail	1.64 cwt. 2.10		3.25 cwt.						
Abutments			Total deductions.....	3	3				
Piles	400 ft. 0.40		63 62						
Timber	4,088 M.B.M. 43.64		Total as per Exhibit 1.....	160	68				
Wrought iron	643 lbs 0.035		Deduct	176	52			3,305	2,040
Cast iron	143 lbs 0.035			23	84				
Trestle Approach			Add timber 5,242 M.B.M. @ 43.64	5	84			229	218
Piles	780 ft. 0.40								
Timber	13,301 M.B.M. 43.64			312	68				
Wrought iron	2,020 lbs 0.035			580	52				
Cast iron	599 lbs 0.035			71	84				
Bridge ties	113 2.08%			236	52				
Guard rail (scrap rail)	2.5 tons 14.00			35	100				
Track spikes for guard rail (W.I.) 3.25 cwt.	2.10			7	84				
				3,428	2,111	3,995	2,068	3,504	2,267

27 Sage—Taquamenon River—51½' plate girder half deck, 25½' of trestle approach, 16 spans of 16' bents 8' high.

Bridge		As per Exhibit 1.		Deduct:—		Scrap rail		.92 tons @ \$14.00		\$13 100 \$13		1,361 82		1,116		1,360 65		884	
Plate girders	34,036 lbs @ \$ 0.04	Steel	34,000 lbs @ \$0.04									321 50	161			504 60	302		
Bridge ties	7,340 M.B.M. 43.64	Piles	1,260 lin. ft. 0.40																
Guard rail (timber)	.412 M.B.M. 43.64	Timber	32.4 M.B.M. 43.00									18 50	9			1,393 60	836		
(Scrap rail)	.92 14.00	Timber	1.7 M.B.M. 38.00									13 100	13			65 60	39		
Boat spikes for guard rail	106 lbs 0.035	Iron	4,580 lbs 0.035									4 82	3			160 60	96		
Track spikes for guard rail	1.23 cwt. 2.10	Bridge ties	15.28 M.B.M. 34.00									3 82	2			520 60	312		
Abutments																			
Piles	500 ft. 0.40											200 64	128						
Timber	3,696 M.B.M. 43.64											161 50	81						
Wrought iron	635 0.035											22 82	18					4,679	2,957
Cast iron	165 lbs 0.035											6 82	5						
Trestle																			
Piles	1,600 ft. 0.40											640 64	410					519 95	493
Timber	28,670 M.B.M. 43.64											1,251 50	626						
Wrought iron	3,564 lbs 0.035											125 82	103						
Cast iron	1,065 lbs 0.035											38 82	31						
Bridge ties	255 2.08%											532 50	266						
Guard rail												70 100	70						
(Scrap rails)	4.97 tons 14.00																		
Track spikes for guard rail (W. I.)	6.46 cwt. 2.10											14 82	11						
Total as per Exhibit 1												4,779	3,053			4,002	2,469	5,198	3,450
Deduct																			
Add timber 11.887 M.B.M. @ \$43.64																			

### COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

## BRIDGES—Continued

[illegible]

[illegible]

## COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

## BRIDGES—Continued

Bridge No.	Riggs—1911—Exhibit 1	Hassel—1912—Exhibit 15	Riggs—1913—Exhibit 1-A	1911		1912		1913	
				C.R.	%	P.V.	C.R.	%	P.V.
	90 M. P. 70.7—Fox River—51½' plate girde through—Pile abutments, 6' to 8' high. 132½' trestle approach, 9 bents 6' high.			3	3	3	3	3	3
Bridge			As per Exhibit 1						
Plate girder	33,740 lbs @ \$0.04	Steel 40,000 lbs @ \$0.04	Deduct:—	1,350	76	1,020	65	1,040	
Bridge ties	(537,349 M.B.M. 43.64	Piles 740 lin. ft. 0.40	Scrap rail 0.92 ton @ \$14.00	321	50	161	296	50	148
Guard rail	0.412 M.B.M. 43.64	Timber 16.3 M.B.M. 43.00	Scrap rail 2.83 ton	18	50	9	701	50	351
Guard rail (Scrap rail)	0.92 tons 14.00	Timber 1.7 M.B.M. 38.00	Track spikes 1.23 cwt.	13	100	13	65	50	33
Boat spikes for timber guard rail (W.L.)	106 lbs 0.035	Iron 2,220 lbs 0.035	Track spikes 3.68 cwt.	4	76	3	78	50	39
Track spikes for scrap guard rail	1.23 cwt. 2.10	Bridge ties 9.2 M.B.M. 34.00	Total deductions..... 64	3	76	2	313	50	156
Abutments			Total as per Exhibit 1 3,554	200	52	104			
Piles	500 ft. 0.40		Deduct 64	161	50	81			
Timber	3,696 M.B.M. 43.64		Add timber 8,586 M. B. M. @ 43.64	22	76	17			
Wrought iron	635 lbs 0.035			6	76	5			
Cast iron	165 lbs 0.035			360	52	187			
Trestle				679	30	340			
Piles	900 ft. 0.40			71	76	54			
Timber	15,564 M.B.M. 43.64			294	50	142			
Wrought iron	2,027 lbs 0.035								
Cast iron	466 lbs 2.08½								
Bridge ties	136								



[illegible]

## COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

## BRIDGES—Continued

Bridge No.	Riggs—1911—Exhibit 1		Hansel—1912—Exhibit 15		Riggs—1913—Exhibit 1-A		1911		1912		1913	
							C.R.	%	C.R.	%	C.R.	%
	Track spikes for scrap rail	1.17 cwt.	2.10	Bridge ties	12.8 M.B.M.	34.00	87	2	435	3	3	3
	guard rail				Total deductions.....	89	87					
	Abutments				Total as per							
	Piles	500 ft.	0.040		Exhibit 1	4,783	3,529	200	92	184		
	Timber	3,096 M.B.M.	43.64		Deduct	—89	—87	161	88	142		
	Wrought iron	635 lbs	0.035					22	96	21		
	Cast iron	165 lbs	0.035					6	6	6		
	Trestle				Add timber 9.641 M.B.M. @ \$43.64			1,056	64	676		
	Piles	2,640 ft.	0.40					980	50	400		
	Timber	22,456 M.B.M.	43.64					163	82	134		
	Wrought iron	4,650 lbs	0.035					56	82	46		
	Cast iron	1,597 lbs	0.035					432	50	216		
	Bridge ties	207	2.08%					62	100	62		
	Guard rail							12	82	10		
	(scrap rail)	4.46 tons	14.00									
	Track spikes for											
	guard rail	5.80 cwt.	2.10					4,783	3,529	4,188	70	5,115
					on east.							3,842
179	M. P.—129.5 Rock River—46' deck plate			girder. Approach—23' on west, 86' on east.								
	Bridge			Concrete abutments, 11' high.								
	Pile abutments 11' high.				As per exhibit 1.							
					Deduct:—							
	Plate girder	28,030 lbs @ \$0.04		Excavation	120 c. y. @ \$2.00			1,121	98	1,099		
	Bridge ties	6,517 M.B.M. 43.64		Masonry	260 c. y. 8.00			284	94	267		
	Guard rails				500 ft. @ \$0.40	\$200	943	192				
	(timber)	0.368 M.B.M. 43.64		Steel	33,000 lbs 0.04			16	94	15		
					3,096 M.B.M. 43.64	161	94	151				
								1,320	70	924		

Guard rails (scrap rail)	0.82 tons	14.00	Piles	480 lin. ft.	0.40	Wrought iron 635 lbs	0.035	22	11	100	11	192	60	115
Boat spikes for wooden guard rail	94 lbs	0.035	Timber	12.8 M.B.M.	43.00	Cast iron 165 lbs	0.035	6	3	3	3	550	60	330
Track spikes for scrap guard rail	1.07 cwt.	2.10	Iron	1.730 lbs	0.035	Trestle approach								
Abutments	500 ft.	0.40	Bridge ties	7.8 M.B.M.	34.00	Piles	1,480 ft.	0.40	592	56	332	2	61	60
Timber	3,696 M.B.M.	43.64				Timber	16,344 M.B.M.	43.64	713	50	356	200	96	38
Wrought iron	635 lbs	0.035				Wrought iron	2,526 lbs	0.035	88	78	69	161	94	151
Cast iron	165 lbs	0.035				Cast iron	973 lbs	0.035	34	78	27	22	98	22
Trestle Approach						Bridge ties	111	2.08%	232	50	116	6	6	6
Piles	1,480 ft.	0.40				Guard rail (scrap rail)	2.36 tons	14.00	33	100	33	502	56	332
Timber	16,344 M.B.M.	43.64				Track spikes for guard rail	3.07 cwt.	2.10	6	78	5	713	50	356
Wrought iron	2,526 lbs	0.035				Bridge						88	78	60
Cast iron	973 lbs	0.035				Scrap rail						34	78	27
Bridge ties	111	2.08%				0.82 tons	14.00	11	100	11		232	50	116
Guard rail	2.36 tons	14.00				Track spikes for scrap rail	1.07 cwt.	2						
Track spikes for guard rail	3.07 cwt.	2.10				Total deductions...	2,100	1,322				33	100	33
						Total as per	3,524	2,706				6	78	5
						Exhibit 1	2,100	1,322						
						Deduct								
						Add concrete 160 c.y. @ \$9.00			3,524			2,706	4,708	
														1,424
														1,368
														2,752

186 Deerton—Laughing Fish River—56' through Howe truss on rock filled crib, abutments 9' high, 16' of trestle on east side, 1 bent 8' high.

Deerton—Laughing Fish River—46' through girder, concrete abutments 9' high, 16' trestle on east side, 1 bent 8' high.

### COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

## BRIDGES—Continued

[illegible]

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### COMPARISON OF THE 1911, 1912 AND 1916 APPRAISALS

## BRIDGES—Continued

Bridge No.	Riggs—1911—Exhibit 1	Hansel—1912—Exhibit 15	Riggs—1913—Exhibit 1-A	1911			1912			1913		
				C.R.	%	P.V.	C.R.	%	P.V.	C.R.	%	P.V.
	Abutments Piles 500 ft. Timber 3,696 M.B.M. Wrought iron 43.64 Cast iron 0.035 Trestle Approaches Piles 1,430 ft. Timber 20,325 M.B.M. Wrought iron 43.64 Cast iron 3,940 lbs Bridge ties 1,452 lbs Guard rail 182 Track spikes for scrap rail) 3.72 tons guard rail 4.84 cwt.	0.40 43.64 0.035 0.035  0.40 43.64 0.035 0.035 2.08%	Total as per Exhibit 1 4,946 2,991 Deduct 80 76  Add timber 8,401 M.B.M. @ \$43.64	200 50 161 50 22 74 6 74	50 100 81 81 16 16 4 4	\$ \$ \$ \$	\$ \$ \$ \$	\$ \$ \$ \$	\$ \$ \$ \$	\$ \$ \$ \$	\$ \$ \$ \$	
36A	ST. IGNACE TO SOO JUNCTION: M. P. 16.3—51½ through plate girder, pile abutments, 32' trestle approach on bridge Plate girder 33,740 lbs @ \$0.04 Bridge ties 7,349 M.B.M. 43.64 Guard rail .412 M.B.M. 43.64 Guard rail .92 tons 14.00 Boat spikes for wooden gd. rail 106 Track spikes for scrap ed. rail 1.2 cwt.	Steel 40,000 lbs @ \$0.04 Piles 500 lin. ft. 0.40 Timber 8.7 M.B.M. 43.00 Timber 1.7 M.B.M. 38.00 Iron 1,410 lbs 0.035 Bridge ties 4.2 M.B.M. 34.00	Total Sault Ste. Marie to Marquette ch end. As per Exhibit 1. Deduct:— Scrap rail 0.92 tons @ \$14.00 13 100 13 Scrap rail 1.79 tons \$14.00 25 100 25 Track spikes 1.2 cwt. 2.10 3 74 2 Track spikes 2.33 cwt. 2.10 5 74 4	4,946 66,864	2,991 45,458	4,238 60,334	2,420 39,453	5,233 65,437	3,364 46,334			



Abutments	Piles	500 ft.	0.40	Total deductions..... 46 Total as per Exhibit 1 2,806 1,766 Deduct 46 44	200 50	100	2,760	1,722	
	Timber	3,696 M.B.M.	43.64		162 50	81			
	Wrought iron	635 lbs	0.035		22 74	16			
	Cast iron	165 lbs	0.035		6 74	4			
	Trestle Approaches								
	Piles	400 ft.	0.40		160 50	80			
	Timber	4,678 M.B.M.	43.64		335 50	168			
	Wrought iron	94 lbs	.035		33 74	24			
	Cast iron	304 lbs	.035		11 74	8			
	Bridge ties	66	2.0834		138 50	69			
Guard rail			25 100	25					
(scrap rail)	1.79 tons	14.00							
Track spikes for guard rail	2.33 cwt.	2.10	5 74	4					
MARQUETTE TO SOO JUNCTION.....									
Total St. Ignace to Soo Junction.....									
Total St. Ignace to Soo Junction.....									
Total Sault Ste. Marie to Marquette.....									
Total East of Marquette.....									
Included under culverts.									
As per Exhibit 1									
Deduct:—									
Scrap rail									
1.07 tons @ \$14.00 \$15 100 \$15									
Track Spikes									
1.39 cwt. 2.10 3 50 2									
Total deductions..... 18 17									
MARQUETTE TO NESTORLA:									
202½ Omitted									
205 M. P. 156.4—17' span I beams, on masonry abutments, 10' high.									
Concrete arch and wing wall.									
Excavation 360 c. y. @ \$0.50									
Concrete 150 c. y. @ 12.00									
As per Exhibit 1									
Deduct:—									
Excavation 50 c. y. @ \$0.50									
Masonry 150 c. y. @ 8.00									
Steel 6,200 lbs @ 0.04									
Included under culverts.									
Total St. Ignace to Soo Junction.....									
Total St. Ignace to Soo Junction.....									
Total Sault Ste. Marie to Marquette.....									
Total East of Marquette.....									
Included under culverts.									
As per Exhibit 1									
Deduct:—									
Scrap rail									
1.07 tons @ \$14.00 \$15 100 \$15									
Track Spikes									
1.39 cwt. 2.10 3 50 2									
Total deductions..... 18 17									

## COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

## BRIDGES—Continued

Bridge No.	Riggs—1911—Exhibit 1	Hansen—1912—Exhibit 15	Riggs—1913—Exhibit 1-A	1911		1912		1913	
				C.R.	P.V.	C.R.	P.V.	C.R.	P.V.
200 156.5 miles—18' span I beams on masonry abutments, 11' high.	Track spikes for guard rail	2.10	Bridge ties	0.85 M.B.M.	34.00	Total as per Exhibit 1	1,496	764	3 50
	Abutments	10.00				Deduct	18	17	
	Masonry	0.50					1,228 50	614	1,478
	Excavation	32.3 c. y.					16 100	16	747
							1,496	764	1,123
								1,510	1,478
									747
201 44' deck plate girder on concrete abutments	Steel	2,880 lbs @ \$0.04	Excavation	60 c. y. @ \$0.50		As per Exhibit 1	115 50	58	24
	Bridge ties	2,432 M.B.M. 43.64	Masonry	160 c. y.	8.00	Deduct:	106 50	53	1,024
	Guard rail					Scrap rail	21 50	10	132
	(wooden)					1.07 tons @ \$14.00	21 50	10	264 50
	Guard rail					Track spikes	15 100	15	6 50
	(scrap rail)					1.39 cwt.	3 50	2	3
	Boat spikes for guard rail	88 lbs	Timber	0.14 M.B.M.	43.00	Total deductions	18	17	1
	Track spikes for guard rail	1.39 cwt.				Total as per Exhibit 1	1,704	871	1,066
	Abutments	41 c. y.	Bridge ties	0.90 M.B.M.	34.00	Deduct	18	17	854
	Excavation	142 c. y.					1,420 50	710	
210 44' deck plate girder on concrete abutments	Masonry	10.00					1,704	871	1,696
								1,613	854
210 44' deck plate girder on concrete abutments	Steel	51,788 lbs @ \$0.04	Excavation	400 c. y. @ \$0.50		As per Exhibit 1	2,072 98	2,031	200
	Bridge ties	12,320 M.B.M. 43.64	Masonry	620 c. y.	8.00	Deduct:	538 94	506	4,960
	Guard rail					Scrap rail	3 21 tons @ \$14.00	45 100	5
	(wooden)					3.21 tons @ \$14.00	45 100	45	2,160
	Guard rails	1,040 M.B.M. 43.64	Steel	54,000 lbs	0.04	Track spikes	2 10 9	30	9
	(scrap rail)		Timber	M.B.M. 0.7	43.00	4.17 cwt.	54	54	
	Boat spikes for guard rail	3.21 tons	Iron	260 lbs	0.035	Total deductions	54	54	
	Guard Rail	266 lbs.							

Track spikes for Guard Rail	4.17 cwt.	2.10	Bridge ties	4.4 M.B.M. 34.00	Total as per Exhibit 1 Deduct	10,560 54	10,333 54	9	150.00	10,506	10,279
Abutments											
Excavation (earth)	320 c. y.	0.50						160			
Concrete	858 c. y.	9.00						7,568			
222 Negunsee—60' through plate girder. Double track over C. & N. W. Concrete abutments.			M. P. 166.7—Negunsee. Two single track bridges over C. & N. W. R. R. One 60' through plate girder, steel I beam ties, masonry abut- ments. One 60' pile trestle.		As per Exhibit 1, page 55			10,560	7,509 95	7,134	10,506
Bridge											
Steel	85,790 lbs @ \$0.04		Excavation	110 c. y. @ \$ 0.50				3,432 96	3,295		
Bridge ties	18,176 M.B.M. 43.64		Masonry	225 c. y. 8.00	\$14.00 \$45 100 \$45			793 88	698		
Guard rail			(wooden)	1,280 M.B.M. 43.64				56 88	49	290	
Guard rail				725 lin. ft. 0.40							
(scrap rail)	3.21 tons	14.00	Rip rap	45 c. y. 2.00	Total deductions.....	54	54	45 100	45	90	
Boat spikes for wooden gd. rail	330 lbs	0.035	Steel	77,000 lbs 0.04	Total as per Exhibit 1	11,347	10,834	12	12	3,080	
Track spikes for	4.17 cwt.	2.10	Timber	8.0 M.B.M. 43.00	Deduct	54	54	9	9	344	
scrap rail			Timber	9.7 M.B.M. 38.00					369		
Abutments											
Excavation	320 c. y.	.50	Iron	1,140 lbs 0.035				160 100	160	40	
(Earth)	760 c. y.	9.00	Bridge ties	0.5 M.B.M. 34.00				6,840 96	6,566	17	
Concrete											
226 Jackson Mine—51½' through plate girder.			File abutments 18' high, 32' trestle		approach, 2 bents 18' high.			11,347	10,834	5,172	11,293
Bridge					As per Exhibit 1						
Steel	33,740 lbs @ \$0.04		Steel	40,000 lbs @ \$0.04	Deduct:—			1,350 78	1,053	1,600	65
Bridge ties	7,349 M.B.M. 43.64		Piles	640 lin. ft. 0.40	Scrap rail			321 50	161	256	50
Guard rail					0.92 tons @ \$14.00 \$13 100 \$13			18 50	9	194	50
(wooden)	.412 M.B.M. 43.64		Timber	4.5 M.B.M. 43.00	Scrap rail			13 100	13	76	50
Guard rail				2.00 M.B.M. 38.00	1.22	14.00	17 100 17				
(scrap rail)	.92 tons	14.00	Timber		Track spikes	2.10	3 78 2	4 78	3	31	50
Boat spikes for wooden gd. rail	106 lbs	0.035	Iron	890 lbs 0.035	Track spikes	2.10	3 78 2				
Track spikes for					1.59 cwt.			3 78	2	143	50
scrap gd. rail	1.2 cwt.	2.10	Bridge ties	4.2 M.B.M. 34.00	Total deductions.....	36	34				



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## COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

## BRIDGES—Continued

Bridge No.	Mile Post	Riggs—1911—Exhibit 1	Hansel—1912—Exhibit 15	Riggs—1913—Exhibit 1-A	1911		1912		1913		
					C.R.	P.V. %	C.R.	%	C.R.	%	
240	174.7	See Trestle Schedule	20' arch I beam on concrete abutment. Excavation 45 c. y. @ \$0.50 Masonry 130 c. y. 8.00 Steel 7,320 lbs. 0.04 Timber 0.16 M.B.M. 43.00 Iron 60 lbs. 0.035 Bridge ties 1.0 M.B.M. 34.00	20' span I beams on concrete abutment. Abutments 25 c. y. @ \$0.50 Excavation 31 c. y. 9.00 Concrete Bridge 3,200 0.04 Steel Guard rail 0.560 M.B.M. 43.64 Boat spikes 100 lbs. 0.035 Bridge ties 2.70 M.B.M. 43.64	\$	\$	\$	\$	\$	\$	
264	187.9	Poosake River—32' deck plate girder Bridge Steel 14,832 lbs @ \$0.04 Steel Bridge ties 3,696 M.B.M. 43.64 Guard rail (wooden) 0.256 M.B.M. 43.64 Guard rail (scrap rail) 0.57 tons 14.00 Boat spikes for guard rail 66 lbs 0.035 Track spikes for guard rail 0.74 cwt. 2.10 Abutments 500 ft. 0.40 Piles 3,696 M.B.M. 43.64 Wrought iron 635 lbs 0.035 Cast iron 165 lbs 0.035 Trestle Approaches Piles 1,560 ft. 0.40 Timber 29,543 M.B.M. 43.64 Wrought iron 2,851 lbs 0.035	er. Pile abutments. Trestle approaches Steel 15,500 lbs @ \$0.04 Piles 1,590 lin. ft. 0.40 Timber 24.5 M.B.M. 43.00 Timber 1.70 M.B.M. 38.00 Iron 3,140 lbs 0.035 Bridge ties 11.8 M.B.M. 34.00	As per Exhibit 1 Deduct:— Scrap rail 0.57 tons @ \$14.00 \$8 100 \$8 Scrap rail 4.25 14.00 60 100 60 Track spikes 0.74 cwt. 2.10 2 2 Track spikes 5.52 cwt. 2.10 13 92 11 Total deductions..... 82 81 Total as per Exhibit 1 3,763 3,072 Deduct 82 81 Add timber 9,500 M.B.M. @ \$43.64	593 92 161 76 11 76 8 100 8 65 2 2 2 2 200 84 161 76 22 92 6 6 624 84 1,290 76 135 92	546 122 8 8 2 2 168 122 20 6 524 980 124	620 632 1,054 65 110 401	23 1,040 263 7 2 34	13 100 279 94 126 94 24 82 4 88 118 82 566		13 262 120 20 3 97 515







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## COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

## BRIDGES—Continued

Bridge No.	Mile Post	Riggs—1911—Exhibit 1	Hansel—1912—Exhibit 15	Riggs—1913—Exhibit 1-A	1911			1912			1913		
					C.R.	%	P.V.	C.R.	%	P.V.	C.R.	%	P.V.
94D		39.0/107' through Howe truss. Pile abutments 20' high, 50' approach each end. 3 bents 20' high.	Included under Trestles.	Total length 200'. One 100' through plate girder with one 50' through plate girder span at each end of same. Long span rests on four 5'-6" tubular piers formed of $\frac{3}{4}$ " steel plate and filled with concrete, the whole resting on a cluster of piles. The end spans rest on concrete abutments. Weight of steel, 322,280 lbs.	2,099	50	1,050						
		Howe Truss.			879	72	633						
		Timber 48,100 M.B.M. @ \$43.64			543	72	391						
		Wrought iron 25,110 lbs 0.035			225	50	112						
		Cast iron 15,500 lbs 0.035			27	100	27						
		Bridge ties 108 2.08%			5	72	4						
		Guard rail (scrap rail) 1.9 tons 14.00			320	50	160						
		Track spikes 2.47 cwt. 2.10			195	50	98						
		Abutments			22	72	16						
		Piles 800 ft. 0.40			6	72	4						
		Timber 4,460 M.B.M. @ \$43.64			336	50	168						
		Wrought iron 635 lbs 0.035			409	50	204						
		Cast iron 165 lbs 0.035			54	72	39						
		Approach			16	72	12						
		Piles 840 ft. 0.40			213	50	106						
		Timber 9,376 M.B.M. @ \$43.64			33	100	33						
		Wrought iron 1,538 lbs 0.035			6	72	4						
		Cast iron 450 lbs 0.035											
		Bridge ties 102 2.08%											
		Guard rail (scrap rail) 2.38 tons 14.00											
		Track spikes for guard rail 3.09 cwt. 2.10											
					5,386		3,061				18,530/100		18,530

40/51½" through plate girder, pile abutments 12' high, 32' approaches each end, 2 bents 12' high.

[illegible]





Piles	3,880 ft.	0.40	Add timber 16.263 M.B.M. @ \$43.64	1,552 50'	776	710 95	674
Timber	59,946 M.B.M.	43.64		2,616 50	1,308		
Wrought ir.	9,067 lbs	0.035		318 70	223		
Cast iron	4,057 lbs	0.035		142 70	99		
Bridge ties	350	2.06%		731 50	366		
Guard rail	6.58 tons	14.00		92 100	92		
Track spikes	8.55 cwt.	2.10		18 70	13		
				7,774	4,321	2,883	5,115
312 238.5 51 1/2' deck plate girder, pile abutments, 17' high. 32' approach at each end, 2 bents each, 14' high.							
Bridge			As per Exhibit 1.				
Plate gir.	34,331 lbs @ \$0.04		Deduct:—				
Bridge ties	5,336 M.B.M.	43.64	Scrap rail	1,373 70	961	708	
Guard rail	(wooden) .412 M.B.M.	43.64	0.92 tons @ \$14.00	259 50	130	156	
Guard rail	(scrap rail) .92 tons	14.00	Scrap rail	18 50	9	174	
Boat spikes for	wd. gd. rail 106 lbs	0.035	1.76 tons	13 100	13	38	
Track spikes for	scrap gd. rail 1.2 cwt.	2.10	Track spikes	4 70	3	22	
Abutments			2.29 cwt.	3 70	2	99	
Piles	700 ft.	0.40	Total deductions	280 50	140		
Timber	3,800 M.B.M.	43.64		166 50	83		
Wrought iron	635 lbs	0.035	Total as per	22 70	15		
Cast iron	165 lbs	0.035	Exhibit 1	6 70	4		
Trestle Approach			Deduct	160 50	80	2,805	1,693
Piles	400 ft.	0.40		335 50	168		
Timber	7,678 M.B.M.	43.64	Add timber 2,995 M.B.M. @ \$43.64	33 70	23	131	124
Wrought iron	942 lbs	0.035		11 70	8		
Cast iron	304 lbs	0.035		138 50	69		
Bridge ties	66	2.06%		25 100	25		
Guard rail	(scrap rail) 1.76 tons	14.00		5 70	4		
Track spikes for	guard rail 2.29 cwt.	2.10		2,851	1,737	1,257	1,817

## COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

## BRIDGES—Continued

Bridge No.	Mile Post	Riggs—1911—Exhibit	Hansel—1912—Exhibit 15	Riggs—1913—Exhibit 1-A	1911			1912			1913		
					C.R.	%	P.V.	C.R.	%	P.V.	C.R.	%	P.V.
314	243	Middle Branch—Ontonagon River masonry footings, 155' trestle approach, 9 bents, 96' trestle approach, Bridge 245,220 lbs @ \$0.04 Steel Bridge ties 21,280 M.B.M. 43.64 Guard rail (wooden) 1,512 M.B.M. 43.64 Guard rail (scrap rail) 3.38 tons 14.00 Boat spikes for wd. gd. rail 380 lbs 0.035 Track spikes for scrap gd. rail 4.4 cwt. 2.10 Abutments 57 c. y. 0.50 Excavation 89 c. y. 10.00 Masonry 89 c. y. 10.00 Trestle Approaches Piles 1,650 ft. 0.40 Timber 82,102 M.B.M. 43.64 Wrought ir. 8,374 lbs 0.035 Cast iron 3,017 lbs 0.035 Bridge ties 253 2.08% Guard rail (scrap rail) 5.2 tons 14.00 Track spikes for guard rail 6.76 cwt. 2.10	—Deck plate girders, 2 spans 51½', 1 masonry footings, 9 bents, 96' trestle approach, 80 c. y. @ \$0.50 Masonry 120 c. y. 10.00 Steel 236,000 lbs 0.04 Piles 1,350 lin. ft. 0.40 Timber 1.5 M.B.M. 43.00 Timber 92.4 M.B.M. 38.00 Iron 4,170 lbs 0.035 Bridge ties 22.0 M.B.M. 34.00 Guard rail (scrap rail) 8.4 ton 12.00 Track spikes for guard rail 5.1 cwt. 2.00	span 85'-9½", 2 steel towers on 6 bents. As per Exhibit 1 Total as per Exhibit 1 Add reinforcement, etc.	9,809 78 7,651 40 929 50 464 1,200 66 50 33 9,440 47 100 47 540 13 78 10 65 9 78 7 3,511 146 28 100 28 748 890 78 694 101 10 600 50 330 3,583 50 1,792 293 72 211 108 72 76 528 50 264 73 100 73 14 72 10	\$	\$	\$	\$	\$	\$	\$	\$
317	251.3	51½' deck plate girder. Timber abutments 36' high. West approach 247', 15 bents. East approach 254½', 16 bents. Bridge 34,330 lbs @ \$0.04 Steel Bridge ties 5,936 M.B.M. 43.64	Timber abutments 36' high. West approach 247', 15 bents. East approach 254½', 16 bents. Steel 32,000 lbs @ \$0.04 Piles 2,260 lin. ft. 0.40	Length 376'. Steel trestle resting on concrete piers. End rests on steel bent encased in concrete and buried in the fill. West end rests on a timber abutment.	17,048 70 11,690 15,801 70 11,061 24,053 18,095	17,048 70 11,690 15,801 70 11,061 24,053 18,095	17,048 70 11,690 15,801 70 11,061 24,053 18,095	17,048 70 11,690 15,801 70 11,061 24,053 18,095	17,048 70 11,690 15,801 70 11,061 24,053 18,095	17,048 70 11,690 15,801 70 11,061 24,053 18,095	17,048 70 11,690 15,801 70 11,061 24,053 18,095	17,048 70 11,690 15,801 70 11,061 24,053 18,095	



## COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

## BRIDGES—Continued

Bridge No.	Mile Post	Riggs—1911—Exhibit 1	Hansel—1912—Exhibit 15	Riggs—1913—Exhibit 1-A	1911		1912		1913	
					C.R.	P.V.	C.R.	P.V.	C.R.	P.V.
					\$	\$	\$	\$	\$	\$
		Abutments								
		Piles 900 ft.			360	230				
		Timber 6,136 M.B.M. 43.64			208	134				
		Wrought ir. 1,014 lbs			35	29				
		Cast iron 330 lbs			12	10				
		Trestle approaches								
		Piles 5,920 ft.			2,368	1,279				
		Timber 96,149 M.B.M. 43.64			4,196	2,098				
		Wrgt. ir. 14,937 lbs			523	403				
		Cast iron 6,242 lbs			218	168				
		Bridge ties 696			1,453	726				
		Guard rail								
		(scrap) 13.22 tons			185	185				
		Track spikes for guard rail 17.19 cwt.			36	28				
				Total Cost.....	11,593	6,465	7,662	4,253	18,300	18,300
332	280.2	Presque Isle River—124' through approach, 5 bents. Bridge	lattice span. Pile abutments 15' high. Floor system re-inforced with four 12" I beams.	63' west approach, 4 bents. 79' east. As per Exhibit 1						
		Steel 102,000 lbs @ \$0.045		Deduct:—	4,590	74	5,800	3,480		
		Bridge ties 21.12 M.B.M. 43.64		Scrap rail	922	50	560	280		
		Guard rail (wooden) 3.48 M.B.M. 43.64		2.21 tons @ \$14.00 \$31 100 \$31						
		Guard rail (scrap) 2.21 tons		Scrap rail	152	50	761	381		
		Bolts and washers for wood. gd. 1,926 lbs		3.14 tons						
		Track washers for scrap guard 2.87 cwt.		Track spikes 2.87 cwt.	31	100	114	57		
				Track spikes 4.08 cwt.	67	74	90	45		
				Total deductions....	6	74	452	226		

Abutments	500 ft.	0.40	Total as per Exhibit 1	7,722	5,000	200	50	100	7032	4,914
Piles	3,696 M.B.M.	43.64	Deduct	90	86	22	74	16		
Timber	635 lbs	0.035				6	74	4		
Wrought iron	165 lbs	0.035								
Cast iron	900 ft.	0.40				360	50	180		
Trestle Approaches	17,148 M.B.M.	43.64				748	50	324		
Piles	2,196 lbs	0.035				77	74	57		
Timber	747 lbs	0.035				26	74	19		
Wrought iron	144	2.08%				301	50	150		
Cast iron	3.14 tons	14.00				44	100	44		
Bridge ties	Track spikes for guard rail	2.10				9	74	7		
Guard rails (scrap)						7,722		5,000		
Track spikes for guard rail										
335. 280.5 Black River—105' deck Howe truss, timber abutments 44' high, 389' trestle, 14 bents west, 12 bents east.										
Howe truss	43,690 M.B.M.	\$43.64	As per Exhibit 1			1,907	50	954		
Timber	18,942 lbs	0.035	Deduct:—			663	74	491		
Wrought iron	14,690 lbs	0.035	Scrap rail							
Cast iron	106	2.08%	1.88 tons @ \$14.00	\$26	100	514	74	380		
Bridge ties	1.88 tons	14.00	Scrap rail							
Guard rail (scrap)	2.44 cwt.	2.10	7.77 tons	100	109	221	50	110		
Track spikes for guard rail	2.10	5	Track spikes	74	4	26	100	26		
Abutments	300 ft.	0.40	10.10 cwt.	16		5	74	4		
Timber	18,480 M.B.M.	43.64	Total deductions.....	161	155	120	50	60		
Wrought iron	1,281 lbs	0.035	Total as per Exhibit 1	14,206	7,651	806	50	408		
Cast iron	280 lbs	0.035	Deduct	161	155	45	74	33		
Trestle Approaches	2,660 ft.	0.40				10	74	7		
Piles	163,442 M.B.M.	43.64				1,064	50	532		
Timber	15,678 lbs	0.035				7,133	50	3,566		
Wrought iron	5,642 lbs	0.035				549	74	406		
Cast iron	391	2.08%				197	74	146		
Bridge ties						816	50	408		
									14,045	7,496
									4,469	7,922
									7,777	5,190

## COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

## BRIDGES—Continued

Bridge No.	Mile Post	Riggs—1911—Exhibit 1	Hansel—1912—Exhibit 15	Riggs—1913—Exhibit 1-A	1911		1912		1913	
					C.R.	P.V.	C.R.	P.V.	C.R.	P.V.
					%	\$	%	\$	%	\$
		Guard rail (scrap) 7.77 tons 14.00 Track spikes for guard rail 10.10 cwt. 2.10		Add timber 18,205 M.B.M. @ \$43.64	109	100			704	95
					21	74				754
					14,206		13,968	50	14,839	
338	280.9	Black River—51½' deck plate girder, timber abutments, 32' high, 256' approach, 7 bents.		West approach, 16 bents, 112' east						8,250
		Bridge		As per Exhibit 1						
		Steel 34,330 lbs @ \$0.04	Steel 32,000 lbs @ \$0.04	Deduct:—	1,373	78	1,280	65	832	
		Bridge ties 5,936 M.B.M. \$43.64	Piles 3,150 lin. ft. 0.40	Scrap rail	259	50	1,260	50	630	
		Guard rail (wooden) 0.412 M.B.M. \$43.64	Timber 0.4 M.B.M. 43.00	Scrap rail	18	50	9	17	50	9
		Guard rail (scrap) 0.92 tons 14.00	Timber 139.0 M.B.M. 38.00	Track spikes 7.12 tons 14.00	13	100	5,282	50	2,641	
		Boat spikes for wd. gal. rail 106 lbs 0.035	Iron 7,200 lbs 0.035	Track spikes 1.2 cwt. 2.10	4	78	252	50	126	
		Track spikes for scrap gal. rail 1.2 cwt. 2.10	Bridge ties 21.0 M.B.M. 34.00	9.26 cwt. 2.10	3	78	714	50	357	
		Abutments		Total deductions. 135		129				
		Piles 300 ft. 0.40			120	56				
		Timber 12,470 M.B.M. \$43.64			544	50				
		Wght. iron 1,036 lbs 0.035			36	78				
		Cast iron 260 lbs 0.035			9	78				
		Trestle Approaches		Total as per Exhibit 1 10,700 5,960						
		Piles 1,760 ft. 0.40		Deduct 135 129						
		Timber 140,460 M.B.M. \$43.64			704	50				
		Wght. iron 12,544 lbs 0.035			6,130	50				
		Cast iron 4,472 lbs 0.035			439	74				
		Bridge ties 370 2.06½			157	74				
		Guard rail (scrap) 7.12 tons 14.00		Add timber 17,222 M.B.M. @ \$43.64	772	50				
					100	100			752	95
										714
									10,565	5,831

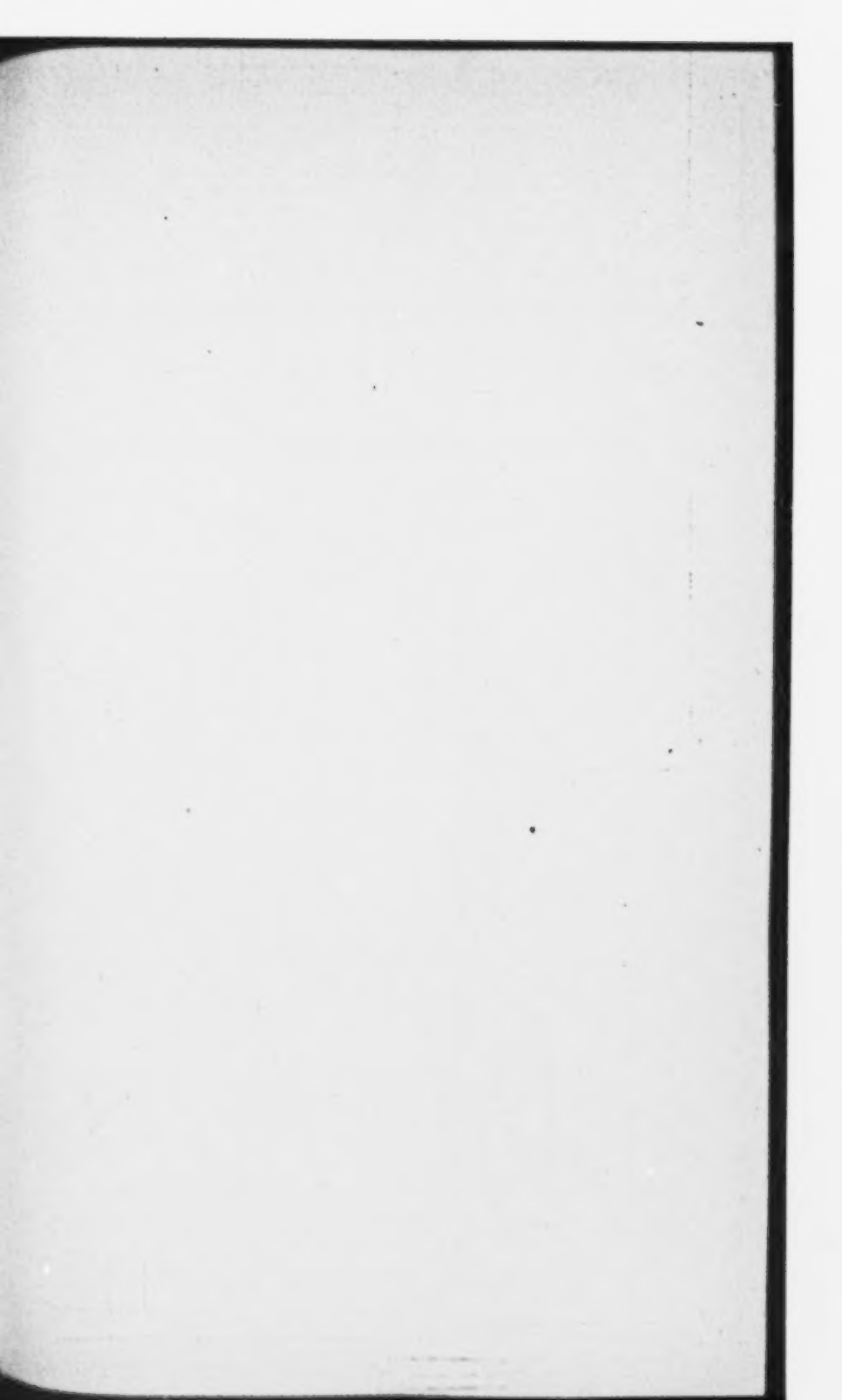




## COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

## BRIDGES

Bridge No.	Riggs—1911—Exhibit 1	Hansel—1912—Exhibit 15	Riggs—1913—Exhibit 1-A	1911		1912		1913	
				C.R.	P.V.	C.R.	P.V.	C.R.	P.V.
	Guard rail (wooden) 0.412 M.B.M. 43.64	Timber 0.4 M.B.M. 43.00	0.92 tons @ \$14.00 \$ 6 100 \$ 6	3	\$	3	\$	3	\$
	Guard rail (scrap) 0.92 tons 14.00	Timber 1.7 M.B.M. 38.06	Scrap rail 1.15 ton 14.00 16 100 16	9 50	4	17 50	8		
	Boat spikes for wd. gd. rail 106 lbs 0.035	Iron 410 lbs 0.035	Track spikes 1.2 cwt. 2.10 1 1	6 100	6	65 50	33		
	Track spikes for scrap gd. rail 1.2 cwt. 2.10	Bridge ties 2.6 M.B.M. 34.00	Track spikes 1.5 cwt. 2.10 3 74 2	2 74	1	14 50	7		
	Abortments	One-half value in Michigan	Total deductions. 26 25	1	1	88 50	44		
	Piles 500 ft. 0.40		Total as per Exhibit 1 1,401 885			(1,856)	(1,166)		
	Timber 3,696 M.B.M. 43.64		Deduct 26 25	100 50	50	928	584		
	Wrought iron 635 lbs 0.035	Piles 120 lin. ft. 0.40	Add Timber 5,994 M.B.M. @ \$43.64	81 50	40	8 48	1,375	860	
	Cast iron 165 lbs 0.035	Timber 4.05 M.B.M. 43.00		11 74	8	174	250	95	240
	Trestle Approach in Michigan	Iron 430 lbs 0.035		3 74	2	15			
	Piles 200 ft. 0.40	Bridge ties 1.6 M.B.M. 34.00		80 50	40	54			
	Timber 3,417 M.B.M. 43.64			149 50	74	291 50	146		
	Wrought ir. 799.6 lbs 0.035			28 74	21				
	Cast iron 224 lbs 0.035			8 74	6				
	Bridge ties 33 2.08%			69 50	34				
	Guard rail (scrap) 1.15 tons 14.00			16 100	16				
	Track spikes for guard rail 1.50 cwt. 2.10			3 74	2				
				1,401	885	2,417	1,314	1,034	1,106
					51,663	73,618	42,556	113,176	86,648
			TOTAL NESTORIA TO STATE LINE	87,290					



### COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

Mile Post	Bridge No.	Lgth. Feet	No. Bents	Riggs—1911—Exhibit 1	Hansel—1912—Exhibit 15	Riggs—1913—Exhibit 1-A												1911			1912			1913																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														

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45.4	24	48	23	4	Wrought iron 820 lbs Cast ir. 235 lbs Total iron 1,055 lbs Bridge ties (2.35 M.B.M.) 49	0.035 2.0875	Iron 800 lbs Bridge ties 2.40 M.B.M.	0.035 34.00	Total as per Exhibit 1 Add timber 2.246 M.B.M. @ \$43.64	37 102 567	82 50 318	31 51 563	28 82 60	605 627 98	411 329 93
					Piling 480 lin. ft. @ \$0.40 Timber 6.61 M.B.M.	\$0.40 43.64	Piling 420 lin. ft. @ \$0.40 Timber 6.81 M.B.M.	\$0.40 43.00		192 288	52 50	100 144	168 293		
					Wrought iron 983 lbs Cast ir. 315 lbs Total iron 1,298 lbs Bridge ties (2.35 M.B.M.) 49	0.035 2.0875	Iron 860 lbs Bridge ties 2.40 M.B.M.	0.035 34.00		45 102	76 50	34 51	28 82		
46.5	24	48		4	Piling 400 lin. ft. @ \$0.40 Timber 6.13 M.B.M.	\$0.40 43.64	Piling 240 lin. ft. @ \$0.40 Timber 6.81 M.B.M.	\$0.40 43.00	Total as per Exhibit 1 Add timber 2.246 M.B.M. @ \$43.64	627 160 268	50 56 50	329 90 134	571 96 293	725 567 96	422 304 93
					Wrought iron 820 lbs Cast ir. 235 lbs Total iron 1,055 lbs Bridge ties (2.35 M.B.M.) 49	0.035 2.0875	Iron 800 lbs Bridge ties 2.40 M.B.M.	0.035 34.00		37 102	78 50	29 51	28 82		
56.7	39	16		2	Piling 132 lin. ft. @ \$0.40 Timber 2.75 M.B.M.	\$0.40 43.64	Piling 120 lin. ft. @ \$0.40 Timber 3.16 M.B.M.	\$0.40 43.00	Total as per Exhibit 1 Add timber 0.749 M.B.M. 43.64	567 53 120	50 50 50	304 26 60	499 48 136	665 221 33	397 113 31

## COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

## TRESTLES—Continued

Mile Post	Bridge No.	Lgth. Feet	No. Bents	Riggs—1911—Exhibit 1	Hansel—1912—Exhibit 15	Riggs—1913—Exhibit 1-A	1911			1912			1913		
							C.R.	%	P.V.	C.R.	%	P.V.	C.R.	%	P.V.
				\$	\$		\$		\$	\$		\$	\$		\$
		Cast ir. 68 lbs Total ——— iron 376 lbs Bridge ties (0.82 M.B.M.) 17		0.035 2.0875	Iron 400 lbs Bridgeties 0.80 M.B.M. 34.00		13	72	9	14					
		Piling 1,000 lin. ft. @ \$0.40			Piling 900 lin. ft. @ \$0.40		221		113	225	50	113	254		144
64	57	145	10			As per Exhibit 1 Deduct:— Scrap rail 3,215 tons @ \$14.00 Track spikes 3.94 cwt. 51	400	52	208	360					
		Timber 16.64 M.B.M. 43.64 Wrought iron 2,130 lbs Cast iron 654 lbs			Timber 17.84 M.B.M. 43.00	45 100 8 76 53	726	50	363	768					
		Total ——— iron 2,793 lbs Bridgeties (7.01 M.B.M.) 146		0.035 2.0875	Iron 2,000 lbs Bridgeties 7.25 M.B.M. 34.00	848	98	76	74	70					
		Guard rail 3,214 lbs Guard rail spikes 3.94 cwt. 2.10		14.00 2.10	Total as per Exhibit 1 Deduct Add timber 6.786 M.B.M. 43.64	51 53	305	50	152	247			1,529		707
							8	76	6				296	95	281
							1,582		848	1,445	50	723	1,825		1,078
65.7	59	64	5		Piling 300 lin. ft. @ \$0.40 Timber 7.83 M.B.M. 43.00	Piling 500 lin. ft. @ \$0.40 Timber 7.83 M.B.M. 43.64 Wrought iron 999 lbs	200	50	100	120			200	75	150
		Piling 500 lin. ft. @ \$0.40 Timber 7.83 M.B.M. 43.64 Wrought iron 999 lbs		0.035 2.0875	Iron 2,000 lbs Bridgeties 7.25 M.B.M. 34.00	51 53	342	50	171	371			342	75	256





70.4	71	16	2	Piling 132 lin. ft. @ \$0.40 Timber 2.75 M.B.M. 43.64 Wrought iron 308 lbs Cast ir. 68 lbs Total iron 376 lbs Bridge ties (0.82 M.B.M.) 17 2.0875	Piling 120 lin. ft. @ \$0.40 Timber 3.16 M.B.M. 43.00	Total as per Exhibit 1 Add timber 0.749 M.B.M. @ \$43.64	53	52	28	48	221	116	
							120	50	60	136	33	95	31
							13	76	10	14			
							35	50	18	27			
							221		116	225	50	113	147
70.5	72	16	2	Piling 132 lin. ft. @ \$0.40 Timber 2.75 M.B.M. 43.64 Wrought iron 308 lbs Cast ir. 68 lbs Total iron 376 lbs Bridge ties (0.82 M.B.M.) 17 2.0875	Piling 120 lin. ft. @ \$0.40 Timber 3.16 M.B.M. 43.00	Total as per Exhibit 1 Add timber 0.749 M.B.M. @ \$43.64	53	52	28	48	221	116	
							120	50	60	136	33	95	31
							13	76	10	14			
							35	50	18	27			
							221		116	225	50	113	147
70.7	73	16	2	Piling 132 lin. ft. @ \$0.40 Timber 2.75 M.B.M. 43.64 Wrought iron 308 lbs Cast ir. 68 lbs Total iron 376 lbs Bridge ties (0.82 M.B.M.) 17 2.0875	Piling 120 lin. ft. @ \$0.40 Timber 3.16 M.B.M. 43.00	Total as per Exhibit 1 Add timber 0.749 M.B.M. @ \$43.64	53	50	26	48	221	113	
							120	50	60	136	33	95	31
							13	70	9	14			
							35	50	18	27			
							221		113	225	50	113	147
71.4	76	16	2	Piling 132 lin. ft. @ \$0.40 Timber 2.75 M.B.M. 43.64	Piling 120 lin. ft. @ \$0.40 Timber 3.16 M.B.M. 43.00	Total as per Exhibit 1 Add timber 0.749 M.B.M. @ \$43.64	53	50	26	48	221	113	
							120	50	60	136	33	95	31

### COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

## TRESTLES—Continued

[illegible]



81.2	98	16	2	Piling 132 lin. ft. @ \$0.40 Timber 2.75 M.B.M. 43.64 Wrought iron 308 lbs Cast ir. 68 lbs Total ——— iron 376 lbs Bridge ties (0.82 M.B.M.) 17 2.0875 Iron 400 lbs 0.035 Bridge ties 0.80 M.B.M. 34.00	Total as per Exhibit 1 Add timber 0.749 M.B.M. @ \$43.64	53	50	26	48	221	221	33	95	111
81.8	99	16	2	Piling 1132 lin. ft. @ \$0.40 Timber 2.75 M.B.M. 43.64 Wrought iron 308 lbs Cast ir. 68 lbs Total ——— iron 376 lbs Bridge ties (0.82 M.B.M.) 17 2.0875 Iron 400 lbs 0.035 Bridge ties 0.80 M.B.M. 34.00	Total as per Exhibit 1 Add timber 0.749 M.B.M. @ \$43.64	53	50	26	48	221	221	33	95	113
82.0	100	16	2	Piling 132 lin. ft. @ \$0.40 Timber 2.75 M.B.M. 43.64 Wrought iron 308 lbs Cast ir. 68 lbs Total ——— iron 376 lbs Bridge ties (0.82 M.B.M.) 17 2.0875 Iron 400 lbs 0.035 Bridge ties 0.80 M.B.M. 34.00	Total as per Exhibit 1 Add timber 0.749 M.B.M. 43.64	53	50	26	48	221	221	33	95	116
82.5	101	16	2	Piling 132 lin. ft. @ \$0.40 Timber 2.75 M.B.M. 43.64 Wrought iron 308 lbs Cast ir. 68 lbs Total ——— iron 376 lbs Bridge ties (0.82 M.B.M.) 17 2.0875 Iron 400 lbs 0.035 Bridge ties 0.80 M.B.M. 34.00	Total as per Exhibit 1	53	50	26	48	221	221	33	95	147
						53	50	26	48	221	221	33	95	116



83.8	104	16	2	Bridge ties (0.82 M.B.M.) 17 2.0875	Bridge ties 0.80 M.B.M. 34.00	Total as per Exhibit 1 Add timber 0.749 M.B.M. @ \$43.64	35	50	18	27	50	113	254	144
				Piling 132 lin. ft. @ \$0.40 Timber 2.75 M.B.M. 43.64	Piling 120 lin. ft. @ \$0.40 Timber 3.16 M.B.M. 43.00		221	50	113	225	50	113	254	144
				Wrought iron 308 lbs			53	50	26	48			221	113
				Cast ir. 68 lbs			120	50	60	136			33	95
				Total iron 376 lbs	Iron 400 lbs 0.035		13	72	9	14				
				Bridge ties (0.82 M.B.M.) 17 2.0875	Bridge ties 0.80 M.B.M. 34.00		35	50	18	27				
83.9	105	16	2	Bridge ties (0.82 M.B.M.) 17 2.0875	Bridge ties 0.80 M.B.M. 34.00	Total as per Exhibit 1 Add timber 0.749 M.B.M. 43.64	221	50	113	225	50	113	254	144
				Piling 132 lin. ft. @ \$0.40 Timber 2.75 M.B.M. 43.64	Piling 120 lin. ft. @ \$0.40 Timber 3.16 M.B.M. 43.00		53	50	26	48			221	113
				Wrought iron 308 lbs			120	50	60	136			33	95
				Cast ir. 68 lbs			13	70	9	14				
				Total iron 376 lbs	Iron 400 lbs 0.035		35	50	18	27				
				Bridge ties (0.82 M.B.M.) 17 2.0875	Bridge ties 0.80 M.B.M. 34.00		221	50	113	225	50	113	254	144
84.1	106	16	2	Bridge ties (0.82 M.B.M.) 17 2.0875	Bridge ties 0.80 M.B.M. 34.00	Total as per Exhibit 1 Add timber 0.749 M.B.M. 43.64	53	50	26	48			221	113
				Piling 132 lin. ft. @ \$0.40 Timber 2.75 M.B.M. 43.64	Piling 120 lin. ft. @ \$0.40 Timber 3.16 M.B.M. 43.00		120	50	60	136			33	95
				Wrought iron 308 lbs			13	70	9	14				
				Cast ir. 68 lbs			35	50	18	27				
				Total iron 376 lbs	Iron 400 lbs 0.035		221	50	113	225	50	113	254	144
				Bridge ties (0.82 M.B.M.) 17 2.0875	Bridge ties 0.80 M.B.M. 34.00		53	50	26	48			221	113
							120	50	60	136			33	95
							13	70	9	14				

## COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

## TRESTLES—Continued

Mile Post	Bridge No.	Leth. Feet	No. Bents	Riggs—1911—Exhibit 1	Hazel—1912—Exhibit 15	Riggs—1913—Exhibit 1-A	1911			1912			1913		
							C.R.	%	P.V.	C.R.	%	P.V.	C.R.	%	P.V.
				Bridge ties (0.82 M.B.M.) 17	Bridge ties 0.80 M.B.M. 34.00				\$			\$			\$
84.4	107	16	2	Piling 132 lin. ft. @ \$0.40 Timber 2.75 M.B.M. 43.64 Wrought iron 308 lbs Cast ir. 68 lbs Total 376 lbs Bridge ties (0.82 M.B.M.) 17	Piling 120 lin. ft. @ \$0.40 Timber 3.16 M.B.M. 43.00	Total as per Exhibit 1 Add timber 0.749 M.B.M. @ \$43.64	35	50	18	27					
							221		113	225	50	113	254		144
							53	50	26	48			221		113
							120	50	60	136			33	95	31
							13	70	9	14					
							35	50	18	27					
							221		113	225	50	113	254		144
84.6	108	16	2	Piling 132 lin. ft. @ \$0.40 Timber 2.75 M.B.M. 43.64 Wrought iron 308 lbs Cast ir. 68 lbs Total 376 lbs Bridge ties (0.82 M.B.M.) 17	Piling 120 lin. ft. @ \$0.40 Timber 3.16 M.B.M. 43.00	Total as per Exhibit 1 Add timber 0.749 M.B.M. @ \$43.64	53	50	26	48			221		113
							120	50	60	136			33	95	31
							13	70	9	14					
							35	50	18	27					
							221		113	225	50	113	254		144
							53	50	26	48			221		113
							120	50	60	136			33	95	31
							13	70	9	14					
							35	50	18	27					
							221		113	225	50	113	254		144
84.8	109	16	2	Piling 132 lin. ft. @ \$0.40	Piling 120 lin. ft. @ \$0.40	Total as per Exhibit 1	53	50	26	48			221		113

85.4	111	31	110	16	2	Timber 2.75 M.B.M. 43.64 Wrought iron 308 lbs Cast ir. 68 lbs Total ——— iron 376 lbs Bridge ties (0.82 M.B.M.) 17 2.0875 Piling 132 lin. ft. @ \$0.40 Timber 2.75 M.B.M. 43.64 Wrought iron 308 lbs Cast ir. 68 lbs Total ——— iron 376 lbs Bridge ties (0.82 M.B.M.) 17 2.0875	Timber 3.16 M.B.M. 43.00 Iron 400 lbs Bridge ties 0.035 0.80 M.B.M. 34.00 Piling 120 lin. ft. @ \$0.40 Timber 3.16 M.B.M. 43.00 Iron 400 lbs Bridge ties 0.035 0.80 M.B.M. 34.00	Add timber 0.749 M.B.M. @ \$43.64 Total as per Exhibit 1 Add Timber 0.749 M.B.M. @ \$43.64	120 50 60 136 13 70 9 14 35 50 18 27 221 113 225 50 53 50 26 48 120 50 60 136 13 70 9 14 35 50 18 27 221 113 225 50	33 95 254 113 221 33 254 113	96 31 144 113 95 31 144 193 60 60 253
85.7	112	16			2	Piling 160 lin. ft. @ \$0.40 Timber 2.75 M.B.M. 43.64 Filled. See Culvert Schedule.	Piling 120 lin. ft. @ \$0.40 Timber 3.16 M.B.M. 43.00	Filled. See Culvert Schedule.	120 50 60 136 64 68 44 48 120 52 62 136	442 179 357 50 48 48 136	253

### COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

## TRESTLES—Continued

Mile Post	Bridge No.	Lgth. Feet	No. Bents	Riggs—1911—Exhibit 1		Hansel—1912—Exhibit 15		Riggs—1913—Exhibit 1-A		1911		1912		1913	
										C.R.	%	P.V.	%	C.R.	%
86.3	113	16	2	Wrought iron 308 lbs	0.035 2.0875	Iron 400 lbs Bridge ties 0.80 M.B.M. 34.00	Total as per Exhibit 1 Add timber 0.749 M.B.M. 43.64	3	3	3	3	3	3	3	3
				Cast ir. 68 lbs											
				Total iron 376 lbs											
				Bridge ties (0.82 M.B.M.) 17											
87.0	115	16	2	Piling 160 lin. ft. @ \$0.40 Timber 2.75 M.B.M. 43.64	0.035 2.0875	Iron 400 lbs Bridge ties 0.80 M.B.M. 34.00	Total as per Exhibit 1 Add timber 0.749 M.B.M. @ \$43.64	3	3	3	3	3	3	3	3
				Wrought iron 308 lbs											
				Cast ir. 68 lbs											
				Total iron 376 lbs											
87.0	115	16	2	Bridge ties (0.82 M.B.M.) 17	0.035 2.0875	Iron 400 lbs Bridge ties 0.80 M.B.M. 34.00	Total as per Exhibit 1 Add timber 0.749 M.B.M. @ \$43.64	3	3	3	3	3	3	3	3
				Piling 160 lin. ft. @ \$0.40 Timber 2.75 M.B.M. 43.64											
				Wrought iron 308 lbs											
				Cast ir. 68 lbs											
87.0	115	16	2	Total iron 376 lbs	0.035 2.0875	Iron 400 lbs Bridge ties 0.80 M.B.M. 34.00	Total as per Exhibit 1 Add timber 0.749 M.B.M. @ \$43.64	3	3	3	3	3	3	3	3
				Bridge ties (0.82 M.B.M.) 17											
				Piling 160 lin. ft. @ \$0.40 Timber 2.75 M.B.M. 43.64											
				Wrought iron 308 lbs											
87.0	115	16	2	Cast ir. 68 lbs	0.035 2.0875	Iron 400 lbs Bridge ties 0.80 M.B.M. 34.00	Total as per Exhibit 1 Add timber 0.749 M.B.M. @ \$43.64	3	3	3	3	3	3	3	3
				Total iron 376 lbs											
				Bridge ties (0.82 M.B.M.) 17											
				Piling 160 lin. ft. @ \$0.40 Timber 2.75 M.B.M. 43.64											
87.0	115	16	2	Wrought iron 308 lbs	0.035 2.0875	Iron 400 lbs Bridge ties 0.80 M.B.M. 34.00	Total as per Exhibit 1 Add timber 0.749 M.B.M. @ \$43.64	3	3	3	3	3	3	3	3
				Cast ir. 68 lbs											
				Total iron 376 lbs											
				Bridge ties (0.82 M.B.M.) 17											

[illegible]



## COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

## TRETTLES—Continued

Mile Post	Bridge No.	Lgth. Feet	No. Bents	Riggs—1911—Exhibit 1	Hansel—1912—Exhibit 15	Riggs—1913—Exhibit 1-A	1911			1912			1913		
							C.R.	%	P.V.	C.R.	%	P.V.	C.R.	%	P.V.
				Guard rail 2,6790 tons Guard rail spikes 3.16 cwt.		45 Deduct Add timber 4.820 M.B.M. @ \$43.64	38	100	38			\$	1,240		629
				2.10			7	62	4				210	95	200
38.7	120	16	2	Piling 132 lin. ft. @ \$0.40 Timber 2.75 M.B.M. 43.64 Wrought iron 308 lbs Cast ir. 68 lbs Total — iron 376 lbs Bridge ties (0.82 M.B.M.) 17 2.0875	Piling 120 lin. ft. @ \$0.40 Timber 3.16 M.B.M. 43.00	Total as per Exhibit 1 Add timber 0.749 M.B.M. @ \$43.64	1,285		671	997	80	798	1,450		829
							53	50	26	48			221		113
							120	50	60	136			33	95	31
							13	70	9	14					
							35	50	18	27					
							221		113	225	50	113	254		144
80.3	121	16	2	Piling 132 lin. ft. @ \$0.40 Timber 2.75 M.B.M. 43.64 Wrought iron 308 lbs Cast ir. 68 lbs Total — iron 376 lbs Bridge ties (0.82 M.B.M.) 17 2.0875	Piling 120 lin. ft. @ \$0.40 Timber 3.16 M.B.M. 43.00	Total as per Exhibit 1 Add timber 0.749 M.B.M. @ \$43.64	53	68	36	48			221		127
							120	52	62	136			33	95	31
							13	84	11	14					
							35	52	18	27					
							221		127	225	60	135	254		158

[illegible]

# COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

## TRETTLES—Continued

Mile Post	Bridge No.	Lgh. Feet	No. Bents	Riggs—1911—Exhibit 1	Hansel—1912—Exhibit 15	Riggs—1913—Exhibit 1-A																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
				1911			1912			1913																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
95.5	132	119	8	Bridge ties (2.35 M.B.M.) 40 2.0875	Bridge ties 2.40 M.B.M. 34.00																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																</

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## COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

## TRESTLES—Continued

Mile Post	Bridge No.	Lgth. Feet	No. Bents	Riggs—1911—Exhibit 1	Hansel—1912—Exhibit 15	Riggs—1913—Exhibit 1-A			1911			1912			1913		
									C.R.	%	P.V.	C.R.	%	P.V.	C.R.	%	P.V.
98.9	141	48	4	Bridge ties (0.82 M.B.M.) 17	Bridge ties 0.80 M.B.M. 34.00				\$		\$			\$		\$	
				Piling 400 lin. ft. @ \$0.40			35	50	18	27							
				Timber 6.13 M.B.M. 43.64	Piling 240 lin. ft. @ \$0.40		221		121	225	50	113	254		152		
				Wrought iron 820 lbs Cast ir. 235 lbs Total iron 1,055 lbs Bridge ties (2.35 M.B.M.) 49	Timber 6.81 M.B.M. 43.00	Total as per Exhibit 1 Add timber 2.246 M.B.M. @ \$43.64	160	68	109	96			567		332		
99.5	142	64	5				268	52	139	382			98	95	93		
							37	84	31	28							
							102	52	53	81							
				Piling 500 lin. ft. @ \$0.40	Piling 480 lin. ft. @ \$0.40	As per Exhibit 1	567		332	597	60	358	605		425		
99.5	142	64	5	Timber 7.83 M.B.M. 43.64	Timber 8.63 M.B.M. 43.00	Deduct:— Scrap rail 1.607 tons @ \$14.00 Track spikes 1.93 cwt. 2.10	200	68	136	192							
				Wrought iron 999 lbs Cast iron 2.89 lbs Total iron 1,288 lbs Bridge ties (3.12 M.B.M.) 65			342	52	178	371							
						Total as per Exhibit 1	45	84	37	35							
							136	52	71	108							

[illegible]

### COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

**TRESTLES—Continued**

Mile Post	Bridge No.	Length, Feet	No. Bents	Riggs—1911—Exhibit 1	Hansel—1912—Exhibit 15	Riggs—1913—Exhibit 1-A	1911			1912			1913		
104.5	146	128	9	Guard rail 2,143 tons	Piling 720 lin. ft. @ \$0.40 Timber 14.87 M.B.M. 43.64	Deduct Add timber 3,744 M.B.M. 43.64									
				Guard rail spikes 2.51 cwt.			35	34							
								30	100	30				953	565
								5	84	4				163	155
								988		597				1,116	718
112.7	154	126½	9	Piling 720 lin. ft. @ \$0.40	Piling 540 lin. ft. @ \$0.40 Timber 15.94 M.B.M. 43.00	As per Exhibit 1 Deduct:— Scrap rail 2,679 tons @ \$14.00 Track spikes 3.34 cwt. Total as per Exhibit 1 Deduct Add timber 5,990 M.B.M. 43.64	38	38	52						
				Timber 14.87 M.B.M. 43.64			100								
				Wrought iron 1,888 lbs			7	6							
				Cast iron 570 lbs			84	44							
				Total iron 2,458 lbs Bridge ties (6.19 M.B.M.) 129 2.0675 Guard rail 2,679 tons Guard rail spikes 3.34 cwt.			45								
112.7	154	126½	9		Piling 1,350 lin. ft. @ \$0.40 Timber 15.82 M.B.M. 43.00	Total as per Exhibit 1 Deduct Add timber 5,990 M.B.M. 43.64	1,337	789	52						
							45	44	38	100				1,302	745
							—		7	84	6			261	248
									1,337					1,553	993



[illegible]

## COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

## TRESTLES—Continued

Mile Post	Bridge No.	Leth. Feet	No. Bents	Riggs—1911—Exhibit 1	Hansel—1912—Exhibit 15	Riggs—1913—Exhibit 1-A	1911			1912			1913		
							C.R.	%	P.V.	C.R.	%	P.V.	C.R.	%	P.V.
137.6	187	16	2	Piling 132 lin. ft. @ \$0.40	Piling 120 lin. ft. @ \$0.40	Total as per Exhibit 1	\$	53	\$ 42	\$	48	\$	\$	221	\$ 162
				Timber	Timber	0.749 M.B.M. @ \$43.64		80							
				Wrought iron	3.16 M.B.M.		120	70	84	136			33	95	31
				Cast ir. 68 lbs											
				Total iron 376 lbs	Iron 400 lbs			13	12	14					
151.0	193	239	15	Bridge ties (0.82 M.B.M.)	Bridge ties		35	70	24	17					
				17	0.80 M.B.M.										
				2.0675	34.00		221		162	225	70	158	254		183
				Piling 1,500 lin. ft. @ \$0.40	Piling 1,500 lin. ft. @ \$0.40	As per Exhibit 1									
				Timber	Timber	Deduct:—	600	64	384	600					
				33.00 M.B.M.	28.11 M.B.M.	Scrap rail									
				43.64	43.00	4,822 tons	68	1,440	720	1,209					
				Wrought iron		Track spikes		50							
				4,685 lbs		6.03 cwt.	11								
				Cast iron											
				1,724 lbs											
				Total iron 6,389 lbs	Iron 3,000 lbs			82	183	106					
				Bridge ties (11.52 M.B.M.)	Bridge ties		223	50	250	406					
				240	11.95 M.B.M.	Total as per Exhibit 1		501	66				2,764	486	1,537
				Guard rail	34.00	Deduct	79	100	11					95	464
				4,822 tons		Add timber		13							
				Guard rail spikes	2.10	11.185 M.B.M. 43.64		2,845	1,616	2,321	60	1,393	3,252		2,001



## COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

TREESTYLES—Continued

Mile Post	Bridge No.	Lgth. Feet	No. Bents	Riggs—1911—Exhibit 1		Hassell—1912—Exhibit 15		Riggs—1913—Exhibit 1-A		1911			1912			1913		
3.7	11A	16	2	ST. IGANCE TO 800 JUNCTION: Piling 160 lin. ft. @ \$0.40 Timber 2.75 M.B.M. 43.64 Wrought iron 306 lbs Cast ir. 68 lbs Total ——— iron 376 lbs Bridge ties (0.82 M.B.M.) 17 2.0875	Piling 120 lin. ft. @ \$0.40 Timber 3.16 M.B.M. 43.00 Total as per Exhibit 1 Add timber 0.749 M.B.M. @ \$43.64				C.R.	%	P.V.	C.R.	%	P.V.	C.R.	%	P.V.	
6.2	15A	16	2	Piling 132 lin. ft. @ \$0.40 Timber 2.75 M.B.M. 43.64 Wrought iron 306 lbs Cast ir. 68 lbs Total ——— iron 376 lbs Bridge ties (0.82 M.B.M.) 17 2.0875	Piling 120 lin. ft. @ \$0.40 Timber 3.16 M.B.M. 43.00 Total as per Exhibit 1 Add timber 0.749 M.B.M. 43.64				232	53	64	225	60	175	265	161		
15.8	34A	16	2	Piling 132 lin. ft. @ \$0.40 Timber 2.75 M.B.M. 43.64 Wrought iron 306 lbs	Piling 120 lin. ft. @ \$0.40 Timber 3.16 M.B.M. 43.00 Total as per Exhibit 1 Add timber 0.749 M.B.M. 43.64				13	82	11	225	60	135	254	154		

[illegible]

## COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

## TREASTLES—Continued

Mile Post	Bridge No.	Lgth. Feet	No. Bents	Riggs—1911—Exhibit 1	Hansel—1912—Exhibit 15	Riggs—1913—Exhibit 1-A	1911			1912			1913		
							C.R.	%	P.V.	C.R.	%	P.V.	C.R.	%	P.V.
36.8	95 A	62	5	Cast ir. 154 lbs Total — iron 1,065 lbs Bridge ties (2.35 M.B.M.) 49	Iron 960 lbs Bridge ties 2.40 M.B.M. 34.00		\$		\$			\$			\$
				0.035	0.035		38	90	34	34					
				2.0675			102	70	71	82					
							580		433	552	70	386	678		526
							216	56	121	250					
				Piling 540 lin. ft. @ \$0.40	Piling 625 lin. ft. @ \$0.40	As per Exhibit 1									
				Timber	Timber	Deduct:—									
				8.53 M.B.M. 43.64	8.47 M.B.M. 43.00	Scrap rail									
				Wrought iron		1,607 tons @ \$14.00	23	50	186	364					
				1,033 lbs		Track spikes	3								
				Cast iron		1.90 cwt.									
				204 lbs			27								
				Total —											
				iron 1,237 lbs	Iron 990 lbs		43	78	33	35					
				Bridge ties (3.02 M.B.M.)	Bridge ties		132	50	66	105					
				63	3.10 M.B.M. 34.00	Total as per exhibit 1	432								
				Guard rail			26		23	100	23				406
				1,6074 tons		Deduct									
				Guard rail spikes		Add timber	4	78	3						121
				1.90 cwt.		2,902 M.B.M. 43.64									527
38.3	100A	16	2				790		432	754	50	377	890		
				Piling 132 lin. ft. @ \$0.40	Piling 120 lin. ft. @ \$0.40										
				Timber	Timber	Total as per Exhibit 1									
				2.75 M.B.M. 43.64	3.16 M.B.M. 43.00	Add timber	53	56	30	48			221		119
				Wrought iron		3,749 M.B.M. @ \$43.64	120	50	60	136			33	95	31

39.0	101A	173	22	<p>Cast ir. 68 lbs Total — iron 376 lbs 0.035 Bridge ties (0.82 M.B.M.) 17 2.0875</p> <p>Piling 2,200 lin. ft. @ \$0.40</p> <p>Timber 31.88 M.B.M. 43.64 Wrought iron 3,970 lbs Cast iron 1,488 lbs</p> <p>Total — iron 5,458 lbs 0.035 Bridge ties (8.35 M.B.M.) 174 2.0875</p> <p>Guard rail 3,7506 tons 14.00 Guard rail spikes 4.62 cwt. 2.10</p>	<p>Iron 400 lbs 0.035 Bridge ties 0.50 M.B.M. 34.00</p> <p>Piling 2,200 lin. ft. @ \$0.40</p> <p>Timber 26.47 M.B.M. 43.00</p> <p>As per Exhibit 1 Deduct:— Scrap rail 3,751 tons @ \$14.00 Track spikes 4.62 cwt. 2.10</p> <p>Total as per Exhibit 1</p> <p>Deduct Add timber 8,096 M.B.M. 43.64</p>	<p>13 78 11 14</p> <p>35 50 18 27</p> <p>221 119 225 50 113 254 150</p> <p>904 56 506 880</p> <p>53 1,391 50 696 1,138</p> <p>8</p> <p>61</p> <p>191 78 149 138</p> <p>363 50 182 294</p> <p>53 100 53</p> <p>10 78 8</p> <p>2,912 1,594 2,450 50 1,225 3,202 1,868</p> <p>200 50 100 160</p> <p>285 50 142 293</p> <p>37 50 19 28</p> <p>102 50 51 82</p> <p>624 312 563 50 282 722 405</p>	<p>1,533</p> <p>335</p> <p>312</p> <p>93</p>
40.9	105A	48	4	<p>Piling 500 lin. ft. @ \$0.40</p> <p>Timber 6.53 M.B.M. 43.64</p> <p>Wrought iron 887 lbs</p> <p>Cast ir. 168 lbs</p> <p>Total — iron 1,065 lbs 0.035 Bridge ties (2.35 M.B.M.) 49 2.0875</p>	<p>Piling 400 lin. ft. @ \$0.40</p> <p>Timber 6.81 M.B.M. 43.00</p> <p>Total as per Exhibit 1 Add timber 2,246 M.B.M. @ \$43.64</p>	<p>13 78 11 14</p> <p>35 50 18 27</p> <p>221 119 225 50 113 254 150</p> <p>904 56 506 880</p> <p>53 1,391 50 696 1,138</p> <p>8</p> <p>61</p> <p>191 78 149 138</p> <p>363 50 182 294</p> <p>53 100 53</p> <p>10 78 8</p> <p>2,912 1,594 2,450 50 1,225 3,202 1,868</p> <p>200 50 100 160</p> <p>285 50 142 293</p> <p>37 50 19 28</p> <p>102 50 51 82</p> <p>624 312 563 50 282 722 405</p>	<p>1,533</p> <p>335</p> <p>312</p> <p>93</p>



## COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

TRESTLES—Continued

Mile Post	Bridge No.	Lgth. Feet	No. Bents	Riggs—1911—Exhibit 1		Hansel—1912—Exhibit 15		Riggs—1913—Exhibit 1-A		1911		1912		1913	
										C.R.	%	P.V.	C.R.	%	P.V.
42.5	109A	16	2	Piling 132 lin. ft. @ \$0.40		Piling 120 lin. ft. @ \$0.40		Total as per Exhibit 1 Add timber 0.740 M.B.M. @ \$43.64		\$	53	\$	\$	221	\$
				Timber 2.75 M.B.M. 43.64		Timber 3.16 M.B.M. 43.00				120	52	136		33	95
				Wrought iron 308 lbs											
				Cast ir. 68 lbs											
				Total — iron 376 lbs	0.035	Iron 400 lbs	0.035			13	84	11	14		
				Bridge ties (0.82 M.B.M.) 17	2.0875	Bridge ties 0.80 M.B.M. 34.00				35	52	18	27		
										221		127	225	60	135
				Total East of Marquette to		Total St. Ignace to Soo Junction Total Sault Ste. Marie to Marquette				7,120		4,008	6,442		158
104.0	215	60	5	MARQUETTE TO HOUGHTON		MARQUETTE TO HOUGHTON		As per Exhibit 1 Deduct— Scrap rail 3.2148 tons @ \$14.00 Track spikes 3.76 cwt. 53		118,259		63,307	74,970		4,904
				Piling 600 lin. ft. @ \$0.40		Piling 600 lin. ft. @ \$0.40				125,379		67,315	81,412		22,811
				Timber 33.45 M.B.M. 43.64		Timber 16.62 M.B.M. 43.00					96	230	240		27,715
				Wrought iron 3,647 lbs											
	Double track			Cast iron 1,245 lbs											
				Total — iron 4,892 lbs	0.035	Iron 1,970 lbs	0.035								
				Bridge ties (5.86 M.B.M.) 122	2.0875	Bridge ties 3.00 M.B.M. 34.00				172	96	168	69		
										255	94	240	102		

[illegible]

## COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

## TRETTLES—Continued

Mile Post	Bridge No.	Lenth. Feet	No. Bents	Riggs—1911—Exhibit 1	Hansel—1912—Exhibit 15	Riggs—1913—Exhibit 1-A		1911		1912		1913				
								C.R.	%	P.V.	C.R.	%	P.V.			
178.0	241	16	2	Piling 132 lin. ft. @ \$0.40 Timber 2.75 M.B.M. 43.64 Wrought iron 308 lbs Cast ir. 68 lbs Total ——— iron 376 lbs Bridge ties (0.82 M.B.M.) 17 2.0875	Piling 120 lin. ft. @ \$0.40 Timber 3.16 M.B.M. 43.00	Total as per Exhibit 1 Add timber 0.749 M.B.M. @ \$43.64		\$	53	50	26	48	221	\$	112	
									120	50	60	136	33	95	31	
									13	68	8	14				
									35	50	18	27				
178.0	242	16	2	Piling 132 lin. ft. @ \$0.40 Timber 2.75 M.B.M. 43.64 Wrought iron 308 lbs Cast ir. 68 lbs Total ——— iron 376 lbs Bridge ties (0.82 M.B.M.) 17 2.0875	Piling 120 lin. ft. @ \$0.40 Timber 3.16 M.B.M. 43.00	Total as per Exhibit 1 Add timber 0.749	43.64		221	112	225	50	113	254	143	
									53	50	26	48	221	112		
									120	50	60	136	33	95	31	
									13	68	8	14				
									35	50	18	27				
180.4	240	71	6	Piling 600 lin. ft. @ \$0.40 Timber 8.96 M.B.M. 43.64	Piling 600 lin. ft. @ \$0.40 Timber 9.43 M.B.M. 43.00	As per Exhibit 1 Deduct:— Scrap rail 2.14 tons @ \$14.00	30		221	112	225	50	113	254	143	
									240	76	182	240				
									391	64	250	418				

		Track spikes 2.44 cwt.		2.10		4		5		2.10		4		5		2.10		4		5		2.10		4		5		2.10		4		5	
183.2	256	16	2	Wrought iron 1,335 lbs Cast iron 421 lbs Total iron 1,756 lbs Bridge ties (3.46 M.B.M.) 72 Guard rail 2,1432 tons Guard rail spikes 2.44 cwt.	0.035 2.0875 14.00 2.10	Iron Bridge ties 3.55 M.B.M.	1,175 lbs 34.00	0.035	8.00	Deduct Add timber 3,323 M.B.M.	43.64	616 34	62 150 30 5	88 64 100 88	54 96 30 4	41 121	70 1,358	989 221 33	843 146	582 139	721 123 31	154 204 62	266										
182.1	273	32	3	Piling Timber Wrought iron Cast ir. Total iron 376 lbs Bridge ties (0.82 M.B.M.) 17	\$0.40 43.64 0.035 2.0875	Piling Timber Iron Bridge ties 0.80 M.B.M.	120 lin. ft. @ \$0.40 3.16 M.B.M. 400 lbs 34.00	0.035	0.749 M.B.M. @ \$43.64	43.64	1,120 1,940 48 136	878 53 120	616 34 60	11 14 18	27	60 135	254 381 65	843 146	582 139	721 123 31	154 204 62	266											
182.1	273	32	3	Piling Timber Wrought iron Cast ir. Total iron 698 lbs Bridge ties (2.58 M.B.M.) 33	\$0.40 43.64 0.035 2.0875	Piling Timber Iron Bridge ties 1.60 M.B.M.	180 lin. ft. @ \$0.40 4.98 M.B.M. 600 lbs 34.00	0.035	1.498 M.B.M. @ \$43.64	43.64	1,120 1,940 48 136	878 53 120	616 34 60	11 14 18	27	60 135	254 381 65	843 146	582 139	721 123 31	154 204 62	266											

## COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

TERSTILES—Continued

Mile Post	Bridge No.	Lenth. Feet	No. Bents	Riggs—1911—Exhibit 1	Hansel—1912—Exhibit 15	Riggs—1913—Exhibit 1-A	1911			1912			1913		
							C.R.	%	P.V.	C.R.	%	P.V.	C.R.	%	P.V.
194.4	281	64	5	Piling 500 lin. ft. @ \$0.40	Piling 500 lin. ft. @ \$0.40	As per Exhibit 1									
				Timber 7.83 M.B.M. 43.64	Timber 8.63 M.B.M. 43.00	Deduct:— Scrap rail 1,607 tons @ \$14.00									
				Wrought iron 999 lbs		Track spikes 1.93 cwt. 2.10	23	50	171	371					
				Cast iron 289 lbs			3								
				Total — 289 lbs			26			200					
				iron 1,288 lbs	Iron 1,000 lbs										
				Bridge ties (3.12 M.B.M.) 65	Bridge ties 3.20 M.B.M. 34.00										
				Guard rail 1,607 tons		Total as per Exhibit 1	396	50	68	109					
				Guard rail spikes 1.93 cwt. 2.10		Add timber	26	100	23				723	370	
						Deduct	27						131	95	124
198.3	289	39	4	Piling 400 lin. ft. @ \$0.40	Piling 240 lin. ft. @ \$0.40	2,995 M.B.M. 43.64			3						
				Timber 5.10 M.B.M. 43.64	Timber 6.08 M.B.M. 43.00					715	50	358	854	494	
				Wrought iron 611 lbs		Total as per Exhibit 1							494	251	
				Cast ir. 168 lbs		Add timber 1,825 M.B.M. 43.64							80	95	76
				Total — 779 lbs	Iron 775 lbs										
				iron 779 lbs	Bridge ties 1.95 M.B.M. 34.00										
				Bridge ties (1.92 M.B.M.) 40											
							494		251	450	50	225	574		327

198.8	290	16	2	Piling 132 lin. ft. @ \$0.40 Timber 2.75 M.B.M. 43.64 Wrought iron 308 lbs Cast ir. 68 lbs Total — iron 376 lbs 0.035 Bridge ties (0.82 M.B.M.) 17 2.0875	Piling 120 lin. ft. @ \$0.40 Timber 3.16 M.B.M. 43.00	Total as per Exhibit 1 Add timber 0.749 M.B.M. 43.64	53, 120	50 50	26 60	45 136	221 33	112 95	31
150	30	150	10	DEAD RIVER BRANCH: Omitted	Piling 1,100 lin. ft. @ \$0.40 Timber 1.80 M.B.M. 43.00 Iron 2,000 lbs 0.035 Bridge ties 7.5 M.B.M. 34.00	Omitted	221	13 62 35 50	112 18	225 27	113 50	254	143
32	3	32	3	BEAUFORT MINE BRANCH: Omitted	Piling 300 lin. ft. @ \$0.40 Timber 5.00 M.B.M. 43.00 Iron 600 lbs 0.035 Bridge ties 1.6 M.B.M. 34.00	Omitted				120 215 21 54	50 770		
96	6B	96	7	MARQUETTE TO WINTHROP JUN Piling 980 lin. ft. @ \$0.40 Timber 19.93 M.B.M. 43.64	CTION—(South Line): Piling 1,050 lin. ft. @ \$0.40 Timber 12.29 M.B.M. 43.00	As per Exhibit 1 Deduct:— Scrap rail 2.143 tons @ \$14.00	392	52 204	420		50 410	205	
3.8							30	870 50	435	528			

# COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

TRESTLES—Continued

Mile Post	Bridge No.	Leth. Feet	No. Bents	Riggs—1911—Exhibit 1		Hassel—1912—Exhibit 15		Riggs—1913—Exhibit 1-A		1911			1912			1913		
										C.R.	%	P.V.	C.R.	%	P.V.	C.R.	%	P.V.
4.6	9B	157	11	Wrought iron 2,833 lbs				Track spikes 2.62 cwt.	2.10			5			\$			\$
				Cast iron 1,115 lbs								35						
				Total iron 3,948	0.035	Iron 1,400 lbs	0.035		36									
				Bridge ties (4.06 M.B.M.) 97	2.0875	Bridge ties 4.80 M.B.M.	34.00	Total as per Exhibit 1	1,638			880						
				Guard rail 2,1432 tons	14.00			Deduct	36			35						845
				Guard rail spikes 2.62 cwt.	2.10			Add timber 4.463 M.B.M.	43.64									186
				Piling 1,400 lin. ft. @ \$0.40		Piling 1,540 lin. ft. @ \$0.40		As per Exhibit 1										1,001
				Timber 24.23 M.B.M. 43.64		Timber 19.43 M.B.M. 43.00		Deduct— Scrap rail				1,038			580			
				Wrought iron 3,470 lbs				3,215 tons @ \$14.10	45			560			336			
				Cast iron 1,305 lbs				Track spikes 4.04 cwt.	2.10			5						
				Total iron 4,835 lbs	0.035	Iron 2,200 lbs	0.035		53									
				Bridge ties (7.56 M.B.M.) 158	2.0875	Bridge ties 7.90 M.B.M.	34.00	Total as per Exhibit 1	2,160			160			135			
				Guard rail 3,2148 tons	14.00			Deduct	53			330			165			
				Guard rail spikes 4.04 cwt.	2.10			Add timber 7.346 M.B.M.	43.64			45			45			1,104
																		304
												8			8			
												2,169			1,215			1,496
															60			



6.0	103	32	3	Piling 300 lin. ft. @ \$0.40	Piling 180 lin. ft. @ \$0.40	Total as per Exhibit 1	120	60	72	72	381	208
				Timber 3.85 M.B.M. 43.64	Timber 4.98 M.B.M. 43.00	Add timber 1.498 M.B.M. 43.64	168	50	84	214	05	62
				Wrought iron 551 lbs								
				Cast ir. 147 lbs								
				Total —								
				Iron 608 lbs	Iron 600 lbs		24	80	10	21		
				Bridge ties (1.58 M.B.M.)	Bridge ties		69	50	34	54		
				33	1.60 M.B.M. 34.00		381		209	361	60	271
6.7	11B	71	6	Piling 600 lin. ft. @ \$0.40	Piling 360 lin. ft. @ \$0.40	As per Exhibit 1	240	50	120	144	446	
				Timber 8.31 M.B.M. 43.64	Timber 9.73 M.B.M. 43.00	Deduct:— Scrap rail 2.143 tons @ \$14.00 Track spikes 2.44 cwt. 2.10	303	50	182	418		
				Wrought iron 1,090 lbs			3					
				Cast iron 301 lbs			33					
				Total —								
				Iron 1,391 lbs	Iron 1,175 lbs		49	66	32	41		
				Bridge ties (3.40 M.B.M.)	Bridge ties							
				72	3.55 M.B.M. 34.00	Total as per Exhibit 1	442	50	75	121		
				Guard rail 2.1432 tons			33	30	30		802	409
				Guard rail spikes 2.44 cwt.		Deduct Add timber 3.323 M.B.M. 43.64		5	66	3	145	138
6.9	14B	64	5	Piling 500 lin. ft. @ \$0.40	Piling 300 lin. ft. @ \$0.40	As per Exhibit 1	837		442	724	362	547
				Timber 7.83 M.B.M. 43.64	Timber 8.63 M.B.M. 43.00	Deduct:— Scrap rail 1.607 tons @ \$14.00	200	60	120	120	947	
							342	50	171	371		

## COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

## TRESTLES—Continued

Mile Post	Bridge No.	Lgth. Feet	No. Bents	Riggs—1911—Exhibit 1	Hansel—1912—Exhibit 15	Riggs—1913—Exhibit 1-A		1911		1912		1913	
								C.R.	%	C.R.	%	C.R.	%
				Wrought iron 990 lbs		Track spikes 1.93 cwt.	2.10	3	\$	3	\$	3	\$
				Cast iron 289 lbs									
				Total ———			4						
				iron 1,258 lbs	Iron 965 lbs		27	45	90	36	35		
				Bridge ties (3.12 M.B.M.)	Bridge ties 3.20 M.B.M.	Total as per Exhibit 1	750	136	50	68	100		
				65									
				Guard rail		Deduct	27	23	100	23		723	306
				1,0074 tons		Add timber							
				Guard rail spikes		2,993 M.B.M.		4	80	3		131	124
				1.93 cwt.		43.64							
7.4	17B	112	9	Piling 900 lin. ft. @ \$0.40	Piling 540 lin. ft. @ \$0.40	As per Exhibit 1		750		421	60	854	519
				Timber	Timber	Deduct:—		360	50	180	216		
				12.70 M.B.M.	14.64 M.B.M.	Scrap rail							
				Wrought iron		2,679 tons @ \$14.00	38	554	50	277	630		
				1,532 lbs		Track spikes	7						
				Cast iron		3.23 cwt.	45						
				514 lbs									
				Total ———									
				iron 2,346 lbs	Iron 1,760 lbs			82	50	41	62		
				Bridge ties (5.42 M.B.M.)	Bridge ties			236	50	118	224		
				113	6.60 M.B.M.	Total as per Exhibit 1	1,277					1,232	616
				Guard rail		Deduct	45	38	100	38		229	218
				2,679 tons		Add timber		7	50	4			
				Guard rail spikes		5,242 M.B.M.						1,461	834
				3.23 cwt.		43.64		1,277		658	1,132	453	

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## COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

## TRESTLES—Continued

Mile Post	Bridge No.	Lgth. Feet	No. Bents	Riggs—1911—Exhibit 1	Hansel—1912—Exhibit 15	Riggs—1913—Exhibit 1-A	1911			1912			1913		
							C.R.	%	P.V.	C.R.	%	P.V.	C.R.	%	P.V.
				Bridge ties (0.82 M.B.M.) 17 2.0875	Bridge ties 0.80 M.B.M. 34.00			35	50	18	27				\$
						Allocated 1913 Freight and Passenger Ore.....	221		116	225	50	113	221		116
													16,882		11,659
													2,079		1,273
				Total Marquette to Nestoria.....			17,752		11,652	17,096		10,256	18,961		12,932
2.2	1D	191	16	NESTORIA TO HOUGHTON: Piling 1,820 lin. ft. @ \$0.40	Piling 1,840 lin. ft. @ \$0.40			728	72	524	736				
				Timber 30.59 M.B.M. 43.64	Timber 24.75 M.B.M. 43.00	As per Exhibit 1 Deduct: Scrap rail 60 4,286 tons @ \$14.00 Track spikes 11 5.22 cwt. 2.10	1,335	58	774	1,064					
				Wrought iron 4,551 lbs											
				Cast iron 1,641 lbs											
				Total iron 6,196 lbs	Iron 3,090 lbs 0.035			216	86	186	108				
				Bridge ties (9.22 M.B.M.) 192 0.0675	Bridge ties 9.55 M.B.M. 34.00	Total as per Exhibit 1		401	58	233	325				
				Guard rail 4,286 tons		Deduct		60	100	60			2,680		1,717
				Guard rail spikes 5.22		Add timber 8,939 M.B.M. 43.64		11	86	9			300	95	370
							2,751		1,786	2,233	70	1,563	3,070		2,087

[illegible]

## COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

## TRESTLES—Continued

Mile Post	Bridge No.	Lgth. Feet	No. Bents	Riggs—1911—Exhibit 1	Hansel—1912—Exhibit 15	Riggs—1913—Exhibit 1-A	1911			1912			1913		
							C.R.	%	P.V.	C.R.	%	P.V.	C.R.	%	P.V.
3.6	6D	40	4	Piling 400 lin. ft. @ \$0.40	Piling 240 lin. ft. @ \$0.40 Timber 6.16 M.B.M. 43.00	Total as per Exhibit 1 Add timber 1.842 M.B.M. \$43.64	\$		\$	\$		\$			\$
				Timber 4.41 M.B.M. 43.64			160	68	109	96		469			280
				Wrought iron 699 lbs			192	52	100	205		82	96		78
				Cast ir. 202 lbs			31	84	26	27					
4.1	7D	40	4	Total iron 901 lbs	Iron 780 lbs 0.035 Bridge ties 2.00 M.B.M. 34.00	Total as per Exhibit 1 Add timber 1.872 M.B.M. @ \$43.64	86	52	45	68		280	551		358
				Bridge ties (1.97 M.B.M.) 41			469		274	456	60	274			
				Wrought iron 699 lbs			190	68	109	96		469			280
				Cast ir. 202 lbs			192	52	100	205		82	96		78
4.5	9D	42	4	Total iron 901 lbs	Iron 780 lbs 0.035 Bridge ties 2.00 M.B.M. 34.00	Total as per Exhibit 1 Add timber 1.942 M.B.M. 43.64	31	84	26	27		280	551		358
				Bridge ties (1.97 M.B.M.) 41			86	52	45	68		274			
				Wrought iron 699 lbs			469		280	456	60	274			
				Cast ir. 202 lbs			160	68	109	96		481			280
				Bridge ties (1.97 M.B.M.) 41	Piling 240 lin. ft. @ \$0.40 Timber 6.32 M.B.M. 43.00	Total as per Exhibit 1 Add timber 1.942 M.B.M. 43.64	199	52	103	272		85	96		81
				Wrought iron 699 lbs											

5.1	12D	63	Wrought iron. 703 lbs Cast ir. 202 lbs Total — Iron 903 lbs 0.035 Bridge ties (2.06 M.B.M.) 2.0875 43 Piling 700 lin. ft. @ \$0.40 Timber 6.40 M.B.M. 43.64 Wrought iron 1,097 lbs Cast iron 188 lbs Total — Iron 1,285 lbs 0.035 Bridge ties (3.07 M.B.M.) 2.0875 64 Guard rail 1.6074 tons 14.00 Guard rail spikes 1.90 cwt. 2.10	Iron 780 lbs Bridge ties 2.10 M.B.M. 34.00 Piling 700 lin. ft. @ \$0.40 Timber 9.61 M.B.M. 43.00 Iron 1,325 lbs Bridge ties 3.15 M.B.M. 34.00 Total as per Exhibit 1 Deduct 1.6074 tons 14.00 Add timber 2.995 M.B.M. 43.64	As per Exhibit 1 Deduct:— Scrap rail 1.670 tons @ \$14.00 Track spikes 1.90 cwt. 2.10 27	23 3 26	32 90 481	84 52 286	27 47 466	27 71 280	60 566	367
8.7	17D	41	Piling 400 lin. ft. @ \$0.40 Timber 4.48 M.B.M. 43.64 Wrought iron 701 lbs Cast ir. 202 lbs Total — Iron 903 lbs 0.035 Bridge ties (2.02 M.B.M.) 2.0875 42	Piling 240 lin. ft. @ \$0.40 Timber 6.24 M.B.M. 43.00 Iron 780 lbs Bridge ties 2.05 M.B.M. 34.00	Total as per Exhibit 1 Add timber 1.942 M.B.M. @ \$43.64	765 100 106	469 109 52	846 96 268	60 476 85	567 284 81	443 124 567	
						27	4 84 3			131 95	561	
						765	23 100 23	46 109 96	27 27 27	277 561	365	



## COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

TRESTLES—Continued

Mile Post	Bridge No.	Lgth. Feet	No. Bents	Riggs—1911—Exhibit 1	Hansel—1912—Exhibit 15	Riggs—1913—Exhibit 1-A	1911			1912			1913			
							C.R.	%	P.V.	C.R.	%	P.V.	C.R.	%	P.V.	
9.2 18D		72	6	Piling 600 lin. ft. @ \$0.40	Piling 300 lin. ft. @ \$0.40	As per Exhibit 1										
				Timber	Timber	Deduct:—										
				8.31 M.B.M. 43.64	9.81 M.B.M. 43.00	Scrap rail										
				Wrought iron		2.143 tons @ \$14.00	30	52	186	422						
				1,092 lbs		Track spikes	4									
				Cast iron		2.44 cwt.	5									
				301 lbs												
				Total			35									
				iron 1,393 lbs	Iron 1,180 lbs											
				Bridge ties (3.50 M.B.M.)	Bridge ties											
9.5 19D		46	5	73	3.60 M.B.M. 34.00	Total as per Exhibit 1	839	52	79	122						
				Guard rail		Deduct										
				2,1432 tons		Add timber	35	100	30							
				Guard rail spikes		3,370 M.B.M. 43.64										
				2.44 cwt.												
				2.10												
							576	52	51	78			670		433	
									344	540	60	324				

[illegible]

## COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

## TRETTLES—Continued

Mile Post	Bridge No.	Lgth. Feet	No. Bents	Riggs—1911—Exhibit 1	Hansel—1912—Exhibit 15	Riggs—1913—Exhibit 1-A	1911			1912			1913		
							C.R.	%	P.V.	C.R.	%	P.V.	C.R.	%	P.V.
14.8	26D	16	2	Piling 132 lin. ft. @ \$0.40 Timber 2.75 M.B.M. 43.64 Wrought iron 308 lbs Cast ir. 68 lbs Total — iron 376 lbs Bridge ties (0.82 M.B.M.) 17	Piling 120 lin. ft. @ \$0.40 Timber 3.16 M.B.M. 43.00	Total as per Exhibit 1 Add timber 0.749 M.B.M. @ \$43.64			\$			\$			\$
							53	64	34	48			221		123
							120	50	60	136			33	95	31
							13	82	11	14					
							35	50	18	27					
							221		123	225	50	113	254		154
19.2	36D	16	2	Piling 132 lin. ft. @ \$0.40 Timber 2.75 M.B.M. 43.64 Wrought iron 308 lbs Cast ir. 68 lbs Total — iron 376 lbs Bridge ties (0.82 M.B.M.) 17	Piling 120 lin. ft. @ \$0.40 Timber 3.16 M.B.M. 43.00	Total as per Exhibit 1 Add timber 0.749 M.B.M. 43.64									
							53	64	34	48			221		123
							120	50	60	136			33	95	31
							13	82	11	14					
							35	50	18	27					
							221		123	225	60	135	254		154
21.7	38D	17	2	Piling 132 lin. ft. @ \$0.40 Timber 2.92 M.B.M. 43.64	Piling 120 lin. ft. @ \$0.40 Timber 3.24 M.B.M. 43.00	Total as per Exhibit 1 Add timber 0.749 M.B.M. @ \$43.64									
							53	50	26	48			231		117
							127	50	64	139			33	95	31

[illegible]

## COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

## TRETTLES—Continued

Mile Post	Bridge No.	Lath. Feet	No. Bents	Riggs—1911—Exhibit 1	Hansel—1912—Exhibit 15	Riggs—1913—Exhibit 1-A			1911			1912			1913		
							C.R.	%	P.V.	C.R.	%	P.V.	C.R.	%	P.V.		
33.4	65D	39	4	Piling 400 lin. ft. @ \$0.40 Timber 4.41 M.B.M. 43.64 Wrought iron 687 lbs Cast ir. 202 lbs Total 899 lbs iron 899 lbs Bridge ties (1.92 M.B.M.) 40 2.0875	Piling 240 lin. ft. @ \$0.40 Timber 6.08 M.B.M. 43.00 Total as per Exhibit 1 Add timber 1.872 M.B.M. 43.64		160	50	80	96				466		240	
							192	50	96	201				82	95	78	
							31	72	22	27							
							83	50	42	66							
							466		240	450	50	225	548			318	
34.0	66D	16	2	Piling 132 lin. ft. @ \$0.40 Timber 2.75 M.B.M. 43.64 Wrought iron 308 lbs Cast ir. 68 lbs Total 376 lbs iron 376 lbs Bridge ties (0.82 M.B.M.) 17 2.0875	Piling 120 lin. ft. @ \$0.40 Timber 3.16 M.B.M. 43.00 Total as per Exhibit 1 Add timber 0.749 M.B.M. @ \$43.64		53	50	26	48			221			113	
							120	50	60	136			33	95		31	
							13	74	9	14							
							35	50	18	27							
							221		113	225	50	113	254			144	
34.3	67D	16	2	Piling 132 lin. ft. @ \$0.40 Timber 2.75 M.B.M. 43.64 Wrought iron 308 lbs Total 376 lbs iron 376 lbs Bridge ties (0.82 M.B.M.) 17 2.0875	Piling 120 lin. ft. @ \$0.40 Timber 3.16 M.B.M. 43.00 Total as per Exhibit 1 Add timber 0.749 M.B.M. 43.64		53	50	26	48			221			113	
							120	50	60	136			33	95		31	

34.5	68D	16	2	<p>Cast ir. 68 lbs Total ——— iron 376 lbs Bridge ties (0.82 M.B.M.) 17</p> <p>0.035 2.0875</p> <p>Iron 400 lbs Bridge ties 0.80 M.B.M. 34.00</p> <p>0.035 34.00</p>	Total as per Exhibit 1 Add timber 0.749 M.B.M. @ \$43.64	13	74	9	14	50	113	254	144
				<p>Piling 132 lin. ft. @ \$0.40 Timber 2.75 M.B.M. 43.64 Wrought iron 308 lbs</p> <p>Cast ir. 68 lbs Total ——— iron 376 lbs Bridge ties (0.82 M.B.M.) 17</p> <p>0.035 2.0875</p> <p>Iron 400 lbs Bridge ties 0.80 M.B.M. 34.00</p> <p>0.035 34.00</p>		53	50	26	48		221	221	113
						120	50	60	136		33	95	31
34.8	69D	16	2	<p>Piling 132 lin. ft. @ \$0.40 Timber 2.75 M.B.M. 43.64 Wrought iron 308 lbs</p> <p>Cast ir. 68 lbs Total ——— iron 376 lbs Bridge ties (0.82 M.B.M.) 17</p> <p>0.035 2.0875</p> <p>Iron 400 lbs Bridge ties 0.80 M.B.M. 34.00</p> <p>0.035 34.00</p>	Total as per Exhibit 1 Add timber 0.749 M.B.M. @ \$43.64	13	50	26	48	50	113	254	144
						53	50	60	136		221	221	113
						120	50	60	136		33	95	31
35.2	70C	16	2	<p>Piling 132 lin. ft. @ \$0.40 Timber 2.75 M.B.M. 43.64 Wrought iron 308 lbs</p> <p>0.035 2.0875</p> <p>Iron 400 lbs Bridge ties 0.80 M.B.M. 34.00</p> <p>0.035 34.00</p>	Total as per Exhibit 1 Add timber 0.749 M.B.M. @ \$43.64	13	72	9	14	50	113	254	144
						53	50	26	48		221	221	113
						120	50	60	136		33	95	31

## COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

## TRETTLES—Continued

Mile Post	Bridge No.	Leth. Feet	No. Bents	Riggs—1911—Exhibit 1	Hansel—1912—Exhibit 15	Riggs—1913—Exhibit 1-A	1911			1912			1913		
							C.R.	%	P.V.	C.R.	%	P.V.	C.R.	%	P.V.
35.4	71D	32	3	Cast ir. 68 lbs Total iron 376 lbs Bridge ties (0.82 M.B.M.) 17	Iron 400 lbs Bridge ties 0.80 M.B.M. 34.00	Total as per Exhibit 1 Add timber 1.468 M.B.M. @ \$43.64	\$	\$	\$	\$	\$	\$	\$	\$	\$
				Piling 300 lin. ft. @ \$0.40 Timber 3.85 M.B.M. 43.64 Wrought iron 551 lbs	Piling 180 lin. ft. @ \$0.40 Timber 5.00 M.B.M. 43.00		221	72	113	225	50	113	254		144
				Cast ir. 147 lbs Total iron 668 lbs Bridge ties (1.58 M.B.M.) 33	Iron 600 lbs Bridge ties 1.60 M.B.M. 34.00		24	72	18	21	72	60	381		196
							69	50	34	54	215	84	65	95	62
35.7	72D	16	2	Piling 132 lin. ft. @ \$0.40 Timber 2.75 M.B.M. 43.64 Wrought iron 308 lbs	Piling 120 lin. ft. @ \$0.40 Timber 3.16 M.B.M. 43.00	Total as per Exhibit 1 Add timber 0.749 M.B.M. 43.64	381	50	196	362	50	181	446		258
				Cast ir. 68 lbs Total iron 376 lbs Bridge ties (0.82 M.B.M.) 17	Iron 400 lbs Bridge ties 0.80 M.B.M. 34.00		53	50	26	48	48	221	221		113
							120	50	60	136	136	60	33	95	31
							221		113	225	50	113	254		144



35.9	73D	16'	2'	Piling 132 lin. ft. @ \$0.40 Timber 2.75 M.B.M. 43.64 Wrought iron 308 lbs Cast ir. 68 lbs Total 376 lbs iron 376 lbs Bridge ties (0.82 M.B.M.) 17 2.0875	Piling 120 lin. ft. @ \$0.40 Timber 3.16 M.B.M. 43.00	Total as per Exhibit 1 Add timber 0.749 M.B.M. @ \$43.64	53	50	26	48	221	113
							120	50	60	136	33	95
							13	72	9	14		
							35	50	18	27		
							221	113	225	50	113	144
36.2	74D	16	2'	Piling 132 lin. ft. @ \$0.40 Timber 2.75 M.B.M. 43.64 Wrought iron 308 lbs Cast ir. 68 lbs Total 376 lbs iron 376 lbs Bridge ties (0.82 M.B.M.) 17 2.0875	Piling 120 lin. ft. @ \$0.40 Timber 3.16 M.B.M. 43.00	Total as per Exhibit 1 Add timber 0.749 M.B.M. @ \$43.64	53	50	26	48	221	113
							120	50	60	136	33	95
							13	72	9	14		
							35	50	18	27		
							221	113	225	50	113	144
36.7	75D	52½	14	Piling 1,120 lin. ft. @ \$0.40 Timber 6.85 M.B.M. 43.64 Wrought iron 1,467 lbs Cast ir. 368 lbs Total 1,835 lbs iron 1,835 lbs Bridge ties (2.59 M.B.M.) 54 2.0875	Piling 840 lin. ft. @ \$0.40 Timber 12.47 M.B.M. 43.00	Piling 2,100 lin. ft. @ \$0.40 Timber 2.35 M.B.M. 43.64 Wrought iron 618 lbs 0.035	448	64	287	336	840	64
							299	50	150	537	103	50
							64	82	53	86		
							113	50	56	89	113	50
							23	100	23			57
							4	82	3			

# COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

## TRESTLES—Continued

Mile Post	Bridge No.	Lgth. Feet	No. Bents	Riggs—1911—Exhibit 1		Hazel—1912—Exhibit 1-A		Riggs—1913—Exhibit 1-A																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
36.8	76D	115	23	Piling	1,840 lin. ft. @ \$0.40	Piling	1,380 lin. ft. @ \$0.40	Rail stringers	20.00																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																

37.1	78D	56	15	<p>Timber 7.29 M.B.M. 43.64</p> <p>Wrought iron 1,584 lbs</p> <p>Cast ir. 405 lbs</p> <p>Total iron 1,989 lbs</p> <p>Bridge ties (2.78 M.B.M.) 58</p> <p>Guard rail 1.6074</p> <p>Guard rail spikes 1.86 cwt.</p>	<p>Timber 13.33 M.B.M. 43.00</p> <p>Iron 2,630 lbs</p> <p>Bridge ties 2.83 M.B.M. 34.00</p> <p>Iron 1,989 lbs</p> <p>Bridge ties (2.78 M.B.M.) 58</p> <p>Guard rail 1.6074</p> <p>Guard rail spikes 1.86 cwt.</p>	<p>Timber 2.52 M.B.M. 43.00</p> <p>Wrought iron 663 lbs</p> <p>Bridge ties (2.78 M.B.M.) 58</p> <p>Rail stringers 3,380 tons</p> <p>Steel plates 0.30 tons</p> <p>Piling 2,250 lin. ft. @ \$0.40</p> <p>Timber 13.29 M.B.M. 43.00</p> <p>Wrought iron 663 lbs</p> <p>Bridge ties (2.78 M.B.M.) 58</p> <p>Rail stringers 3,380 tons</p> <p>Steel plates 0.30 tons</p>	<p>318 50</p> <p>69 72</p> <p>121 50</p> <p>23 100</p> <p>4 72</p> <p>1,015</p>	<p>159 573</p> <p>50 92</p> <p>60 96</p> <p>23</p> <p>3</p> <p>535 1,121</p>	<p>501</p> <p>50</p> <p>1,242</p> <p>900 50</p> <p>110 50</p> <p>23 72</p> <p>121 50</p> <p>67 90</p> <p>20 90</p> <p>559 1,241</p>	<p>55</p> <p>15</p> <p>61</p> <p>61</p> <p>18</p> <p>600</p> <p>450</p> <p>55</p> <p>15</p> <p>61</p> <p>60</p> <p>18</p> <p>659</p>
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## COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

## TRESTLES—Continued

Mile Post	Bridge No.	Lgth. Feet	No. Bents	Riggs—1911—Exhibit 1		Hansel—1912—Exhibit 15		Riggs—1913—Exhibit 1-A		1911			1912			1913		
										C.R.	%	P.V.	C.R.	%	P.V.	C.R.	%	P.V.
37.2	79D	56	15	Piling 1,200 lin. ft. @ \$0.40 Timber 7.29 M.B.M. 43.64 Wrought iron 1,584 lbs Cast ir. 405 lbs Total iron 1,989 lbs Bridge ties (2.74 M.B.M.) 57 Guard rail 1,6074 tons Guard rail spikes 1.86 cwt.	Piling 900 lin. ft. @ \$0.40 Timber 13.29 M.B.M. 43.00	Piling 2,250 lin. ft. @ \$0.40 Timber 2.52 M.B.M. 43.64 Wrought iron 663 lbs 0.035 Bridge ties (2.78 M.B.M.) 58 2.0875 Rail stringers 3.36 tons Steel plates 0.03 tons 65.00				480	50	240	360		\$	900	50	450
37.3	80D	56	15	Piling 1,200 lin. ft. @ \$0.40 Timber 7.29 M.B.M. 43.64 Wrought iron 1,584 lbs Cast ir. 405 lbs Total iron 1,989 lbs Bridge ties (2.74 M.B.M.) 57 Guard rail 1,6074 tons Guard rail spikes 1.86 cwt.	Piling 900 lin. ft. @ \$0.40 Timber 13.29 M.B.M. 43.00	Piling 2,250 lin. ft. @ \$0.40 Timber 2.52 M.B.M. 43.64 Wrought iron 663 lbs 0.035 Bridge ties (2.78 M.B.M.) 58 2.0875 Rail stringers 3.36 tons Steel plates 0.03 tons 65.00				1,013	50	533	1,118	50	550	1,241	50	650
37.3	80D	56	15	Piling 1,200 lin. ft. @ \$0.40 Timber 7.29 M.B.M. 43.64 Wrought iron 1,584 lbs Cast ir. 405 lbs Total iron 1,989 lbs Bridge ties (2.74 M.B.M.) 57 Guard rail 1,6074 tons Guard rail spikes 1.86 cwt.	Piling 900 lin. ft. @ \$0.40 Timber 13.29 M.B.M. 43.00	Piling 2,250 lin. ft. @ \$0.40 Timber 2.52 M.B.M. 43.64 Wrought iron 663 lbs 0.035 Bridge ties (2.78 M.B.M.) 58 2.0875 Rail stringers 3.36 tons Steel plates 0.03 tons 65.00				69	70	48	92		\$	121	50	61
37.3	80D	56	15	Piling 1,200 lin. ft. @ \$0.40 Timber 7.29 M.B.M. 43.64 Wrought iron 1,584 lbs Cast ir. 405 lbs Total iron 1,989 lbs Bridge ties (2.74 M.B.M.) 57 Guard rail 1,6074 tons Guard rail spikes 1.86 cwt.	Piling 900 lin. ft. @ \$0.40 Timber 13.29 M.B.M. 43.00	Piling 2,250 lin. ft. @ \$0.40 Timber 2.52 M.B.M. 43.64 Wrought iron 663 lbs 0.035 Bridge ties (2.78 M.B.M.) 58 2.0875 Rail stringers 3.36 tons Steel plates 0.03 tons 65.00				69	72	50	92		\$	121	50	61

[illegible]

### COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

## TRESTLES—Continued

[illegible]

37.9	84D	56	15	Piling 1,200 lin. ft. @ \$0.40 Timber 7.29 M.B.M. 43.64 Wrought iron 1,584 lbs Cast ir. 405 lbs Total iron 1,989 lbs Bridge ties (2.74 M.B.M.) 57 2.0875 Guard rail 1.6074 tons Guard rail spikes 1.86 cwt. 2.10	Piling 900 lin. ft. @ \$0.40 Timber 13.29 M.B.M. 43.00  Iron 2,630 lbs Bridge ties 2.80 M.B.M. 34.00 2.0875 14.00 2.10	Piling 2,250 lin. ft. @ \$0.40 Timber 2.52 M.B.M. 43.64 Wrought iron 663 lbs 0.035  Bridge ties (2.78 M.B.M.) 58 2.0875  Rail stringers 3.36 tons 20.00 Steel plates 0.30 tons 65.00	480 50 318 50 23 72 69 70 48 119 50 60 95 23 100 23 4 70 3	240 300 150 571	900 20 110 50 23 72	450 55 15			
37.9	85D	57	15	Piling 1,200 lin. ft. @ \$0.40 Timber 7.36 M.B.M. 43.64 Wrought iron 1,586 lbs Cast ir. 405 lbs Total iron 1,991 lbs Bridge ties (2.78 M.B.M.) 58 2.0875 Guard rail 1.6074 tons Guard rail spikes 1.88 cwt. 2.10	Piling 900 lin. ft. @ \$0.40 Timber 13.37 M.B.M. 43.00  Iron 2,630 lbs Bridge ties 2.85 M.B.M. 34.00 2.0875 14.00 2.10	Piling 2,250 lin. ft. @ \$0.40 Timber 2.52 M.B.M. 43.64 Wrought iron 663 lbs 0.035  Bridge ties (2.78 M.B.M.) 58 2.0775  Rail stringers 3.42 tons 20.00 Steel plates 0.03 tons 65.00	1,013 480 50 321 50 70 70 49 92 121 50 60 97 23 100 23 4 70 3	533 1,118 240 360 160 575	1,241 50 900 50 110 50 23 72	659 450 55 15			
							1,019	535	1,124	50	562	1,242	660



## COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

## TRESTLES—Continued

Mile Post	Bridge No.	Lath. Feet	No. Bents	Riggs—1911—Exhibit 1	Hansen—1912—Exhibit 15	Riggs—1913—Exhibit 1-A	1911		1912		1913	
							C.R.	%	C.R.	%	C.R.	%
38.1	86D	57	15	Piling 1,200 lin. ft. @ \$0.40	Piling 900 lin. ft. @ \$0.40	Piling 2,250 lin. ft. @ \$0.40	\$	\$	\$	\$	\$	\$
				Timber 7.36 M.B.M. 43.64	Timber 13.37 M.B.M. 43.00	Timber 2,250 lin. ft. @ \$0.40	480	50	360		900	50
				Wrought iron 1,366 lbs		Wrought iron 663 lbs	321	50	575		110	50
				Cast ir. 405 lbs							23	72
				Total —		0.035					15	
				Iron 1,991 lbs	Iron 2,630 lbs		70	70	92			
				Bridge ties (2.78 M.B.M.) 58	Bridge ties 2.85 M.B.M. 34.00	Bridge ties (2.78 M.B.M.) 58	121	50	97		121	50
				Guard rail 1.6074 tons			23	100				
				Guard rail spikes 1.88 cwt.			4	70	3			
						Rail stringers 3.42 tons 20.00					68	90
38.2	87D	57	16	Steel plates 0.30 tons 65.00							20	90
							1,019		535	1,124	1,242	
				Piling 1,280 lin. ft. @ \$0.40	Piling 900 lin. ft. @ \$0.40	Piling 2,250 lin. ft. @ \$0.40						
				Timber 7.52 M.B.M. 43.64	Timber 13.90 M.B.M. 43.00	Timber 2,250 lin. ft. @ \$0.40	512	64	328	384	900	64
				Wrought iron 1,628 lbs		Wrought iron 663 lbs	328	50	164	598	110	50
				Cast ir. 415 lbs							23	82
				Total —		0.035						
				Iron 2,043 lbs	Iron 2,795 lbs		72	82	59	98		
				Bridge ties (2.78 M.B.M.) 58	Bridge ties 2.85 M.B.M. 34.00	Bridge ties (2.78 M.B.M.) 58	121	50	60	97	121	50

38.3	88D	60%	13	Guard rail 1.6074 tons Guard rail spikes 1.88 cwt.	14.00 2.10																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
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## COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

## TRETTLES—Continued

Mile Post	Bridge No.	Lgth. Feet	No. Bents	Riggs—1911—Exhibit 1		Hansel—1912—Exhibit 15		Riggs—1913—Exhibit 1-A		1911		1912		1913	
										C.R.	%	C.R.	%	C.R.	%
38.6	90D	16	2	Riggs—1911—Exhibit 1		Hansel—1912—Exhibit 15		Riggs—1913—Exhibit 1-A		1911		1912		1913	
				Bridge ties (2.78 M.B.M.) 58		Bridge ties 2.85 M.B.M. 34.00		Bridge ties (2.78 M.B.M.) 58		\$ 121 50 60		\$ 97		\$ 121 50 61	
				Guard rail 1,707 4 tons						23 100 23					
				Guard rail spikes 1.88 cwt.						4 58 2					
								Rail stringers 3.42 tons						68 90 61	
								Steel plates 0.30 tons						20 90 18	
										1,019		525 1,124 50		562 1,242 60	
				Piling 132 lin. ft. @ \$0.40		Piling 120 lin. ft. @ \$0.40		Total as per Exhibit 1		53 50 26		46		221	
				Timber 2.75 M.B.M. 43.64		Timber 3.16 M.B.M. 43.00		Add timber 0.749 M.B.M. @ \$43.64		120 50 60		136		33 96 31	
				Wrought iron 318 lbs											
38.7	91D	58½	15	Cast ir. 68 lbs		Iron 400 lbs				13 72 9		14			
				Total —		Bridge ties				35 50 18		27			
				Iron 376 lbs		Bridge ties 0.82 M.B.M.)				221		225 50		113 254	
				Bridge ties (0.82 M.B.M.) 17		0.57 M.B.M. 34.00									
				Piling 1,300 lin. ft. @ \$0.40		Piling 900 lin. ft. @ \$0.40		Piling 2,350 lin. ft. @ \$0.40		480 50 240		300		900 50 450	
				Timber 7.30 M.B.M. 43.64		Timber 13.40 M.B.M. 43.00		Timber 2.52 M.B.M. 43.64		322 50 161		580		110 50 55	
				Wrought iron 1,590 lbs				Wrought iron 675 lbs						24 70 17	

[illegible]

### COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

## TRAFFIC—Continued

[illegible]



## TRETTLES—Continued

## COMPARISON OF THE 1911, '912 AND 1913 APPRAISALS

Mile Post	Bridge No.	Lgth. Feet	No. Bents	Riggs—1911—Exhibit 1	Hansel—1912—Exhibit 15	Riggs—1913—Exhibit 1-A	1911			1912			1913		
							C.R.	%	P.V.	C.R.	%	P.V.	C.R.	%	P.V.
211.5	298	217	15	Spruce River	Timber 14.11 M.B.M. 43.00	As per Exhibit 1 Deduct:— Scrap rail 4,286 Tons @ \$14.00 Track spikes 5.34 cwt. 60 8 68	\$ 605	50	\$ 302	\$ 607		\$			\$
							94	66	62	60					
							230	50	118	190					
							38	100	38						
							7	66	5						
							1,428		749	1,049	50	525			
							720	50	360	600					
							1,543	50	772	917					
211.5	298	217	15	Spruce River	Piling 1,500 lin. ft. @ \$0.40	Total as per Exhibit 1 Deduct 10,156 M.B.M. 43.64	264	70	184	104			2,982		1,544
							455	50	228	309			443	95	421
							68	100	60						
							11	70	8						
							3,053		1,612	1,990	50	995	3,425		1,965



213.1	299	79	6	Piling 720 lin. ft. @ \$0.40 Timber 9.91 M.B.M. 43.64 Wrought iron 1,473 lbs Cast iron 332 lbs Total — 0.035 Iron 1,805 tons Bridge ties (3.84 M.B.M.) 2.0875 Guard rail 80 Guard rail spikes 2,143 tons Guard rail spikes 2.51 cwt.	Piling 600 lin. ft. @ \$0.40 Timber 10.38 M.B.M. 43.00 Iron 1,200 lbs Bridge ties 3.95 M.B.M. 34.00 Total as per Exhibit 1 Deduct Add timber 3.697 M.B.M. 43.64	As per Exhibit 1 Deduct:— Scrap rail 2.143 tons 14.00 Track spikes 2.51 cwt. 2.10	30	5	35	34	30	4	288	68	196	240	502				
							986			596	64	84	54	42				951	161	96	133
							35			34	30	100	30					112			715
218.5	300	63	5	Piling 400 lin. ft. @ \$0.40 Timber 8.53 M.B.M. 43.64 Wrought iron 1,035 lbs Cast iron 204 lbs Total — 0.035 Iron 1,239 lbs Bridge ties (3.07 M.B.M.) 2.0875 Guard rail 64 Guard rail spikes 1,607 tons Guard rail spikes 1.89 cwt.	Piling 300 lin. ft. @ \$0.40 Timber 8.55 M.B.M. 43.00 Iron 1,000 lbs Bridge ties 3.15 M.B.M. 34.00 Total as per Exhibit 1 Deduct Add timber 2.995 M.B.M.	As per Exhibit 1 Deduct:— Scrap rail 1.607 tons @ \$14.00 Track spikes 1.89 cwt. 2.10	22	4	26	25	22	3	986	506	862	65	580	1,112			
														200	50	100	120				
														373	50	186	368				
														43	70	30	35				
														408	134	50	67	107			
														25	22	100	22				
														4	70	3	50				
														776	408	630					
														1,808	50	904	696				
														2,961	50	1,480	3,316				
221.6	302	456 1/2	29	Piling 4,520 lin. ft. @ \$0.40 Timber 67.86 M.B.M. 43.64	Piling 1,740 lin. ft. @ \$0.40 Timber 87.28 M.B.M. 38.00	See Culverts								776	408	630					
														1,808	50	904	696				
														2,961	50	1,480	3,316				

# COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

## TRESTLES—Continued

Mile Post	Bridge No.	Length, Feet	No. Bents	Riggs—1911—Exhibit 1	Hazel—1912—Exhibit 15	Riggs—1913—Exhibit 1-A	1911			1912			1913		
							C.R.	%	P.V.	C.R.	%	P.V.	C.R.	%	P.V.
				Wrought iron 10,869 lbs					\$			\$			\$
				Cast iron 3,786 lbs											
				Total iron 14,655 lbs	0.035	Iron 5,644 lbs	514	72	370	194					
				Scrap rail 0.3870 tons	14.00		5	100	5						
				Bridge ties (22.03 M.B.M.) 459	2.0675	Bridge ties 22.83 M.B.M.	958	50	479	776					
				Guard rail 8,5728 tons	14.00		120	100	120						
				Guard rail spikes 11.05 cwt.	2.10		23	72	17						
							6,389		3,375	4,982	50	2,491			
224.9	304	204	14	Piling 1,920 lin. ft. @ \$0.40	Omitted	See Culverts									
				Timber 30.40 M.B.M.	43.64		768	50	384						
				Wrought iron 4,555 lbs			1,327	50	664						
				Cast iron 1,882 lbs											
				Total iron 6,437 lbs	0.035		225	70	157						
				Bridge ties (9.84 M.B.M.) 205	2.0675		428	50	214						
				Guard rail 4,2864 tons	14.00		60	100	60						
				Guard rail spikes 5.22 cwt.	2.10		11	70	8						
							2,819		1,487						

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## COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

## TRETTLES—Continued

Mile Post	Bridge No.	Leth. Feet	No. Bents	Riggs—1911—Exhibit 1	Hansel—1912—Exhibit 15	Riggs—1913—Exhibit 1-A	1911			1912			1913		
							C.R.	%	P.V.	C.R.	%	P.V.	C.R.	%	P.V.
Bruce's Crossing				\$	\$										
				Timber 112.66 M.B.M. 43.64	Timber 97.52 M.B.M. 38.00										
				Wrought iron 11,833 lbs			4,916	58	2,851	3,706					
				Cast iron 4,464 lbs											
				Total —											
				iron 16,297											
				Bridge ties (17.42 M.B.M.)	Iron 5,116 lbs. 0.035		570	86	490	179					
				363	Bridge ties 18.10 M.B.M. 34.00		758	58	440	615					
				Guard rail			98	100	98						
				Guard rail spikes 8.86 cwt. 2.10			19	86	16						
265.0	320	48	4	See Culverts	See Culverts		7,361		4,615	5,364	50	2,082			
						Piling 480 lin. ft. @ \$0.40							192	95	18
						Timber 6.63 M.B.M. 43.64							289	95	275
						Wrought iron 897 lbs 0.035							31	95	29
						Cast iron 168 lbs 0.035							6	95	5
						Bridge ties 49 2.0875							102	95	97
													620		588
						Total as per Exhibit 1	192	52	100	192			620		324
						Add timber 2,246 M.B.M. 43.64	289	50	144	293			96	95	93

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## COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

## TRETTLES—Continued

Mile Post	Bridge No.	Lgth. Feet	No. Bents	Riggs—1911—Exhibit 1		Hansel—1912—Exhibit 15		Riggs—1913—Exhibit 1-A		1911		1912		1913	
				C.R.	%	C.R.	%	C.R.	%	C.R.	%	C.R.	%	C.R.	%
268.7	327	177	12	Piling 1,200 lin. ft. @ \$0.40		Piling 720 lin. ft. @ \$0.40		As per Exhibit 1		\$		\$		\$	
				Timber 20.45 M.B.M. 43.64		Timber 21.50 M.B.M. 43.00		Deduct:—		480		250		288	
				Wrought iron 2,944 lbs				Scrap rail 3,750 tons @ \$14.00		53		440		925	
				Cast iron 1,117 lbs				Track spikes 4.64 cwt. 2.10		8					
				Total ———						61					
				Iron 4,061 lbs		Iron 2,400 lbs				142		108		84	
				Bridge ties (8.54 M.B.M.) 178		Bridge ties 8.85 M.B.M. 34.00		Total as per Exhibit 1		372		186		301	
				Guard rail 3,750 tons				Deduct		53		53		990	
				Guard rail spikes 4.64 cwt. 2.10				Add timber 8.26 M.B.M. 43.64		10		8		360	
										1,949		1,508		1,332	
273.8	329	112	9	Piling 900 lin. ft. @ \$0.40		Piling 990 lin. ft. @ \$0.40		As per Exhibit 1		360		190		396	
				Timber 12.62 M.B.M. 43.64		Timber 14.64 M.B.M. 43.00		Deduct:—		551		276		630	
				Wrought iron 1,613 lbs				Scrap rail 2,679 tons @ \$14.00		38					
				Cast iron 450 lbs				Track spikes 2.62 cwt. 2.10		4					
				Total ———						42					
				Iron 2,072 lbs		Iron 1,760 lbs				72		53		62	
				Bridge ties (5.42 M.B.M.) 113		Bridge ties 5.60 M.B.M. 34.00		Total as per Exhibit 1		236		118		190	
										670					

[illegible]



## TRESTLES—Continued

## COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

Mile Post	Bridge No.	Lgth. Feet	No. Bents	Riggs—1911—Exhibit 1		Hazel—1912—Exhibit 1-A		Riggs—1913—Exhibit 1-A		1911			1912			1913		
				Exhibit 1		Exhibit 15		Exhibit 1-A		C.R.	%	P.V.	C.R.	%	P.V.	C.R.	%	P.V.
281.9	333	32	3	Guard rail 2,142 tons Guard rail spikes 2.51 cwt.		14.00 2.10		35		34	30	100	30	-	3	914	694	694
				Piling 360 lin. ft. @ \$0.40 Timber 4.21 M.B.M. 43.64		Piling 180 lin. ft. @ \$0.40 Timber 5.00 M.B.M. 43.00		Deduct Add timber 3.744 M.B.M. 43.64		949	503	964	964	50	482	1,077	103	155
				Wrought iron 673 lbs Cast ir. 207 lbs Total 880 lbs Bridge ties (1.58 M.B.M.) 33		0.035 0.035 2.0875		Total as per Exhibit 1 Add timber 1.498 M.B.M. @ \$43.64		144	50	72	72			428		221
										184	50	92	215			65	95	62
											31	74	23	21				
285.4	334½	16	2	Piling 132 lin. ft. @ \$0.40 Timber 2.75 M.B.M. 43.64		Piling 120 lin. ft. @ \$0.40 Timber 3.16 M.B.M. 43.00		Total as per Exhibit 1 Add timber 0.749 M.B.M. @ \$43.64		428	221	362	50	181	403	253		253
				Wrought iron 308 lbs Cast ir. 68 lbs Total 376 lbs Bridge ties (0.82 M.B.M.) 17		0.035 0.035 2.0875				53	52	28	48			221		116
										120	50	60	136			33	95	31
											13	76	10	21				
										35	50	18	27					
										221	116	232	50	116	254	147		147

288.3	336	32	3	Piling 300 lin. ft. @ \$0.40 Timber 3.85 M.B.M. 43.64 Wrought iron 551 lbs Cast ir. 147 lbs Total --- iron 698 lbs 0.035 Bridge ties (1.58 M.B.M.) 2.0875 33	Piling 180 lin. ft. @ \$0.40 Timber 5.00 M.B.M. 43.00 Iron 600 lbs 0.035 Bridge ties 1.60 M.B.M. 34.00 2.0875	Total as per Exhibit 1 Add timber 1.498 M.B.M. @ \$43.64	120	50	60	72	381	196	
							168	50	94	215	65	95	82
							24	74	18	21			
							69	50	34	54			
							381		196	362	50	181	258
292.8	340½	48	4	Piling 400 lin. ft. @ \$0.40 Timber 5.02 M.B.M. 43.64 Wrought iron 795 lbs Cast ir. 132 lbs Total --- iron 927 lbs 0.035 Bridge ties (2.35 M.B.M.) 2.0875 49	Piling 240 lin. ft. @ \$0.40 Timber 6.81 M.B.M. 43.00 Iron 800 lbs 0.035 Bridge ties 2.40 M.B.M. 34.00 2.0875	Total as per Exhibit 1 Add timber 2.246 M.B.M. 43.64	160	52	83	96	514	269	
							219	50	110	293	96	95	93
							33	76	25	28			
							102	50	51	82			
							514		269	499	50	250	362
294.0	342	36	4	Piling 400 lin. ft. @ \$0.40 Timber 4.00 M.B.M. 43.64 Wrought iron 643 lbs Cast ir. 180 lb Total --- iron 823 lbs 0.035 Bridge ties (1.78 M.B.M.) 2.0875 37	Piling 240 lin. ft. @ \$0.40 Timber 5.83 M.B.M. 43.00 Iron 770 lbs 0.035 Bridge ties 1.80 M.B.M. 34.00 2.0875	Total as per Exhibit 1	100	50	80	96	440	226	
							175	50	88	251			
							28	72	20	27			
							77	50	38	61			
							440		226	435	50	218	440
													226

## COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

TRESTLES—Continued

Mile Post	Bridge No.	Lgth. Feet	No. Bents	Riggs—1911—Exhibit 1		Hansel—1912—Exhibit 15		Riggs—1913—Exhibit 1-A		1911			1912			1913		
										C.R.	%	P.V.	C.R.	%	P.V.	C.R.	%	P.V.
295.3	344	349	21	Piling 4,200 lin. ft. @ \$0.40		Piling 1,260 lin. ft. @ \$0.40		As per Exhibit 1				\$			\$			\$
				Timber 76.33 M.B.M. 43.64		Timber 71.27 M.B.M. 38.00		Deduct:—										
				Wrought iron 10,392 lbs				Guard rail 9,965 tons @ \$14.00		98	50	1,666	504					
				Cast iron 4,715 lbs				Track spikes 8.77 cwt. 2.10		14			2,708					
				Total ———		Total ———				112								
297.3	345	48	4	Iron 15,307 lbs		Iron 4,127 lbs		Total as per Exhibit 1										
				Bridge ties (16.80 M.B.M.) 350		Bridge ties 17.45 M.B.M. 34.00		Deduct		536	76	407	144					
				Guard rail 6,9654 tons				Add timber 16.33 M.B.M. 43.64		731	50	366	593					
				Guard rail spikes 8.77 cwt. 2.10						112		98				2,278	95	3,313
				Total ———		Total ———				18	76	14				713		676
297.3	345	48	4	Piling 480 lin. ft. @ \$0.40		Piling 240 lin. ft. @ \$0.40		Total as per Exhibit 1		6,394		3,425	3,949	50	1,975	6,991		3,989
				Timber 6.63 M.B.M. 43.64		Timber 6.81 M.B.M. 43.00		Deduct		192	50	96	96			629		317
				Wrought iron 897 lbs				Add timber 2.246 M.B.M. 43.64		289	50	144	293			98	95	93
				Cast iron 168 lbs														
				Total ———		Total ———				37	72	26						
297.3	345	48	4	Iron 1,065 lbs		Iron 800 lbs				102	50	51	816					
				Bridge ties (2.35 M.B.M.) 49		Bridge ties 2.40 M.B.M. 34.00				620		317	743	50	1,485	718		410

[illegible]

## COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

## TRESTLES—Continued

Mile Post	Bridge No.	Lgth. Feet	No. Bents	Riggs—1911—Exhibit 1		Hansel—1912—Exhibit 15		Riggs—1913—Exhibit 1-A			1911		1912		1913				
										C.R.	%	P.V.	C.R.	%	P.V.	C.R.	%	P.V.	
0.5	2E	197	14	Bridge ties (5.76 M.B.M.) 120 2.0875		Bridge ties 5.95 M.B.M. 34.00		Total as per Exhibit 1 1,407 45	1,348 45	250	88	220	202				1,303		
				Guard rail 2,679 tons 14.00						38	100	38							
				Guard rail spikes 3.27 cwt. 2.10						7		7							
				Piling 1,860 lin. ft. @ \$0.40		Piling 1,820 lin. ft. @ \$0.40				1,407		1,348							
				Timber 28.34 M.B.M. 43.64		Timber 24.18 M.B.M. 43.00				744	92	684	728						
0.6	3E	168	12	Wrought iron 4,243 lbs				Total as per Exhibit 1 2,674 71	2,408 71	1,237	88	1,089	1,040				1,303		
				Cast iron 1,752 lbs						11		11							
				Total iron 5,995 lbs 0.035		Iron 2,775 lbs 0.035				71		71							
				Bridge ties (9.50 M.B.M.) 198 2.0875		Bridge ties 9.85 M.B.M. 34.00				209	96	201	97						
				Guard rail 4,2864 tons 14.00						413	88	363	335						
				Guard rail spikes 5.27 cwt. 2.10						60	100	60				2,337			
										11		11							
				Piling 1,200 lin. ft. @ \$0.40		Piling 1,320 lin. ft. @ \$0.40				2,674		2,406	2,200			2,603			
										480	92	442	528						
										Total as per Exhibit 1		Total as per Exhibit 1				2,337			
																2,337			

4E	92	7	Timber	Timber	Deduct:	53	53	843	88	742	803	1,810	1,624
			19.32 M.B.M. 43.04	20.77 M.B.M. 43.00	Scrap rail 3.571 tons @ \$14.00	53							
			Wrought iron 2,766 lbs		Track spikes 4.57 cwt. 2.10	10	10						
			Cast iron 1,047 lbs			63	63						
			Total iron 3,813 lbs	Iron 2,380 lbs			3366	134	96	129	83		
			Bridge ties (8.11 M.B.M.)	Bridge ties				353	88	311	286		
			Guard rail 169	8.40 M.B.M. 34.00			1,087	53	100	53			
			Guard rail spikes 4.57 cwt.		Total as per Exhibit 1	1,873							
					Deduct	63	63	10		10		1,810	1,624
								1,873		1,687	1,790	1,343	1,624
0.7	4E	92	Piling 560 lin. ft. @ \$0.40	Piling 420 lin. ft. @ \$0.40	As per Exhibit 1			224	92	206	168		
			Timber 11.31 M.B.M. 43.64	Timber 11.96 M.B.M. 43.00	Deduct:— Scrap rail 2.143 tons @ \$14.00	30	30	494	88	435	514		
			Wrought iron 1,871 lbs		Track spikes 2.6 cwt. 2.10	5	5						
			Cast iron 930 lbs			35	35						
			Total iron 2,801 lbs	Iron 1,385 lbs				98	96	94	48		
			Bridge ties (4.46 M.B.M.)	Bridge ties				194	88	171	156		
			Guard rail 2,143 tons	4.60 M.B.M. 34.00			941	30	100	30			
			Guard rail spikes 2.60 cwt.		Total as per Exhibit 1	1,045							
					Deduct	35	35	5		5		1,010	906
								1,045		941	886	665	906

## COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

TRESTLES—Continued

Mile Post	Bridge No.	Leth. Feet	No. Beams	Riggs—1911—Exhibit 1	Hamel—1912—Exhibit 15	Riggs—1913—Exhibit 1-A		1911		1912		1913	
								C.R.	%	C.R.	%	C.R.	%
1.3	5E	106	7	Piling 980 lin. ft. @ \$0.40	Piling 910 lin. ft. @ \$0.40	As per Exhibit 1 Deduct:— Scrap rail 2,679 tons @ \$14.00 Track spikes 3.18 cwt.	38	\$	\$	\$	\$	\$	\$
				Timber 15.21 M.B.M. 43.64	Timber 17.47 M.B.M. 43.00			392	92	361	364		
				Wrought iron 2,063 lbs				664	88	564	751		
				Cast iron 815 lbs									
				To al — iron 2,898 lbs Bridge ties (5.14 M.B.M.) 107 2,0675	Iron 1,535 lbs Bridge ties 5.30 M.B.M. 34.00			102	96	98	54		
1.5	6E	106	7	Guard rail 2,679 tons Guard rail spikes 3.18 cwt.		Total as per Exhibit 1 Deduct	1,426	38	100	38			
								7	7	7		1,381	1,239
								1,426		1,284	1,349	1,381	1,239
								392	92	361	336		
				Piling 980 lin. ft. @ \$0.40	Piling 840 lin. ft. @ \$0.40								
				Timber 15.21 M.B.M. 43.64	Timber 17.47 M.B.M. 43.00	As per Exhibit 1 Deduct:— Scrap rail 2,679 tons @ \$14.00 Track spikes 3.18 cwt.	38						
				Wrought iron 2,063 lbs				664	88	564	751		
				Cast iron 815 lbs									
				Total — iron 2,898 lbs Bridge ties (5.14 M.B.M.) 107 2,0675	Iron 1,535 lbs Bridge ties 5.30 M.B.M. 34.00			102	96	98	54		
								223	88	196	180		



Line	62	7E	18	5	4	48
Guard rail 2,6786 tons Guard rail spikes 3.18 cwt.	14.00 2.10					
Piling 500 lin. ft. @ \$0.40	\$0.40					
Timber 7.83 M.B.M. 43.64 Wrought iron 995 lbs	43.64					
Cast iron 289 lbs						
Total iron 1,294 lbs Bridge ties (3.02 M.B.M.) 63	0.035 2.0875					
Guard rail 1,6074	14.00					
Guard rail spikes 1.90	2.10					
Piling 300 lin. ft. @ \$0.40	\$0.40					
Timber 8.47 M.B.M. 43.00	43.00					
Iron 990 lbs Bridge ties 3.10 M.B.M. 34.00	0.035 34.00					
Total as per Exhibit 1						
Deduct						
As per Exhibit 1						
Deduct:—						
Scrap rail 1,607 tons @ \$14.00						
Track spikes 1.9 cwt.						
Allocated 1913 Freight and Passenger Freight						
Total Nestoris to State						
BERGLAND BRANCH:						
Omitted						
Piling 240 lin. ft. @ \$0.40	\$0.40					
Timber 6.80 M.B.M. 43.00	43.00					
Iron 800 lbs Bridge ties 2.40 M.B.M. 34.00	0.035 34.00					
Total as per Exhibit 1						
Deduct						
As per Exhibit 1						
Deduct:—						
Scrap rail 1,607 tons @ \$14.00						
Track spikes 1.9 cwt.						
Allocated 1913 Freight and Passenger Freight						
Total Nestoris to State						

## COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

Mile Post	Bridge No.	Size	Fill Feet	Riggs—1911—Exhibit 1	Hansel—1912 Exhibit 15	Riggs—1911—Exhibit 1-A	1911		1912		1913	
							C.R.	P.V.	C.R.	P.V.	C.R.	P.V.
				SAULT STE. MARIE TO MARQUETTE:								
1.0	2'x1'		4			Filled	\$ 58	34	\$ 58	34	\$	\$
	3 3/4'x6'		10	Double			1,086	803	1,086	803	1,086	803
2.2	4 3/4'		13				595	354	595	354	595	354
3.0	3 1/2'x2'		3				80	45	80	45	80	45
4.0	2 1/2'x2'		3			Filled	69	45	69	45		
5.0	4'x2'		8				243	206	244	207	243	206
6.0	2 1/2'x3'		8			Filled	152	99	152	99		
7.0	2'x2 1/2'		3			Filled	56	35	56	35		
7.6	5 1/2'x5'		35				1,492	957	1,492	957	1,492	957
9.0	2 1/2'x2 1/2'		4			Filled	88	55	88	55		
10.0	2'x2'		5			Filled	85	55	85	55		
	2'x2'		4			Filled	74	41	74	41		
11.0	2 1/2'x2 1/2'		5			Filled	101	64	101	64		
	2 1/2'x2'		15			Filled	229	172	229	172		
	9'x9'		3			Filled	20	19	19	18		
12.0	14'		16				182	115	182	115	182	115
	2'x1'		5			Filled	64	41	64	41		
	3'x2 1/2'		5				106	67	106	67	106	67
	3'x2'		4			Filled	84	53	84	53		
	3'x2'		3			Filled	72	44	72	44		
15.0	3'x2'		10				161	108	161	108	161	108
	3'x3'		10				195	130	195	130	195	130
	2'x2'		3			Filled	62	38	62	38	239	150
	4 1/2'x3'		6				239	150	239	150		
	2'x2'		3			Filled	62	38	62	38		
	2'x2'		3			Filled	62	38	62	38		
	2 1/2'x2'		5			Filled	92	59	92	59		
16.0	2 1/2'x2'		6			Filled	104	68	104	68		
	2 1/2'x2'		6			Filled	104	68	104	68		
17.0	2 1/2'x2'		9			Filled	142	96	142	96		
	2'x2'		3			Filled	62	38	62	38		

[illegible]

## COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

## CULVERTS—Continued

Mile Post	Bridge No.	Size	Fill Feet	Riggs—1911—Exhibit 1	Hansel—1912 Exhibit 15	Riggs—1911—Exhibit 1-A	1911		1912		1913	
							C.R.	P.V.	C.R.	P.V.	C.R.	P.V.
38							\$	\$	\$	\$	\$	\$
		20"x11½"	2			Filled	45	30	45	30		
		2'x2'	2				54	36	54	36	54	36
		20"x11½"	3				53	36	53	36	53	36
		2'x2'	3				63	42	63	42		
		2'x2'	3			Filled	62	42	63	42		
		2'x2'	2				54	36	54	36	54	36
		2'x1½"	3			Filled	56	38	56	38		
		1'x1'	3			Filled	24	14	24	14		
		2½"x11½"	3			Filled	56	38	56	38		
38.1 38.2 38.2 38.4 39.0		2'x2'	3				63	42	63	42	63	42
		2'x2'	2			Filled	54	36	54	36		
		2'x2'	2				54	36	54	36	54	36
		15'2½"x2'	4				80	45	80	45	80	45
		16'3'x1'	3				61	34	61	34	61	34
		17'2'x2½"	3				56	38	56	38	56	38
		18'1'x1'	3				75	42	75	42	75	42
		3'x2'	3				70	49	70	49	70	49
		2'x1½"	4				80	51	80	51	80	51
		2½"x2'	3				69	50	69	50	69	50
41.7		2'x1½"	3				56	38	56	38	56	38
		8'x10"	2				16	9	16	9	16	9
		21'3'x2'	4				98	55	98	55	98	55
						Excavation and backfill 44 c.y. @ \$0.70 Cast iron pipe 36'-30'' 6.48 tons						
44.0												
		1'x10"	2			Filled	19	11	19	11	307	301
		1'x10"	2			Filled	19	11	19	11	19	11
		10'x10"	2				18	11	18	11		

[illegible]

## COMPARISON OF THE 1911, 1912 AND 1913 APPRAISAL

## CULVERTS—Continued

Mile	Bridge No.	Size	Fill Feet	Riggs—1911—Exhibit 1	Hansel—1912 Exhibit 15	Riggs—1913—Exhibit 1-A	1911		1912		1913	
							C.R.	P.V.	C.R.	P.V.	C.R.	P.V.
53.7	32' 2" x 2'		4			Excavation and backfill 13 c. y. @ \$0.70 Timber 1.72 M. Drift bolts 43 lbs 0.03½		\$	\$	\$	\$	\$
53.9	33' 2" x 2'		4			Excavation and backfill 16 c. y. @ \$0.70 Timber 2.01 M. Drift bolts 50 lbs 0.03½	74	58	74	58	74	71
54.0	34' 3" x 2'		4									55
54.7	35' 2" x 2'		3									
	24" x 24"		3			Excavation and backfill 9 c. y. @ \$0.70 Concrete pipe 24 ft. 3.80	63	34	63	34	86	82
												34
55.3	36' 3" x 3'		6									
55.8	37' 2" x 2'		3				125	75	125	75	97	92
56.2	38' 2" x 2'		3				63	34	63	34	125	75
57.6	40' 4" x 3'		4				63	34	63	34	63	34
57.8	41' 4" x 3'		4				179	97	179	97	179	97
58.5	42' 3" x 2'		7				179	97	179	97	179	97
58.6	43' 3" x 2'		7				125	101	125	101	125	101
							125	101	125	101	125	101

24'x24"	3	Excavation and backfill 9 c. y. @ \$0.70 Concrete pipe 24 ft.	6	100	6	97	97
44'3'x2'	4	Excavation and backfill 16 c. y. @ \$0.70 Timber 2.01 M. 36.64 Drift bolts 50 lbs 0.03½	97	97	11	100	11
45'2'x2'	3	Excavation and backfill 9 c. y. @ \$0.70 Cast iron pipe 3.12 tons	86	82	63	34	86 82 63 34
46'2'x2'	3	Excavation and backfill 9 c. y. @ \$0.70 Cast iron pipe 3.12 tons	6	100	6	133	139
47'2'½x2'	6	Excavation and backfill 23 c. y. @ \$0.70 24" concrete pipe 32 ft.	133	100	133	139	139 139 61
50'24'x24"	3	Excavation and backfill 9 c. y. @ \$0.70 Cast iron pipe 3.12 tons	138	138	6	100	138



## COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

## CULVERTS—Continued

Mile	Bridge No.	Size	Fill Feet	Riggs—1911—Exhibit 1	Hansel—1912 Exhibit 15	Riggs—1913—Exhibit 1-A	1911		1912		1913	
							C.R.	P.V.	C.R.	P.V.	C.R.	P.V.
	51	4'x3'	6			Excavation and backfill 36 c.y. @ \$0.70 Timber 5.04 M. Drift bolts 126 lbs						
						25 100 25						
						36.64						
						0.031½						
						180 95 180						
						214						
						205						
						31 100 31						
						Excavation and backfill 44 c.y. @ \$0.70 Timber 6.72 M. Drift bolts 168 lbs						
						252 95 252						
						283						
						6 100 6						
						68 100 68						
						74						
						Excavation and backfill 9 c.y. @ \$0.70 16" cast iron pipe 24 ft. 1.60 tons						
						156 63 156						
						34 34						
						74						
						Excavation and backfill 21 c.y. @ \$0.70 Timber 3.75 M. Drift bolts 94 lbs						
						15 100 15						
						141 95 134						
						156						
						74 41 74						
						74 41 74						
						156 149						

63'4"x2'	4	Excavation and backfill 21 c.y. @ \$0.70	15	100	15	156	149
		Timber 3.75 M.	36.64				
		Drift bolts 94 lbs	0.03 1/2	141	59	134	
64'4"x2'	4	Excavation and backfill 21 c.y. @ \$0.70	156		149		
		Timber 3.75 M.	36.64				
		Drift bolts 94 lbs	0.03 1/2	141	95	134	
65'24"x18"	3	Excavation and backfill 9 c.y. @ \$0.70	6	100	6		
		Cast iron pipe 1.92 tons	82	98	80		
			88		86		
66'2"x2'	6	Excavation and backfill 9 c.y. @ \$0.70	6	100	6		
67'4"x3'	3	Cast iron pipe—24'	82	98	80		
69'16"	5	1.92 tons	88		86		
70.2	2						
70.9	3						
75'24"x18"	3	Excavation and backfill 9 c.y. @ \$0.70	6	100	6		
		Cast iron pipe 1.92 tons	82	98	80		
			88		86		
2'x2'	3	Excavation and backfill 9 c.y. @ \$0.70	6	100	6		
		Cast iron pipe 1.92 tons	82	98	80		
			88		86		

## COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

## CULVERTS—Continued

Mile Post	Bridge No.	Size	Fill Feet	Riggs—1911—Exhibit 1	Hansel—1912 Exhibit 15	Riggs—1911—Exhibit 1-A	1911		1912		1913	
							C.R.	P.V.	C.R.	P.V.	C.R.	P.V.
							\$	\$	\$	\$	\$	\$
71.7	77'4"x3'		4				204	109	204	109	204	109
73.7	80'3"x2'		6 1/2				119	70	119	70	119	70
74.2	81'3"x2'		5				99	57	99	57	99	57
74.7	82'3"x3'		5				120	70	120	70	120	70
75.5	83'3"x3'		5				120	70	120	70	120	70
75.8	84'3"x3'		5				120	70	120	70	120	70
76.4	85'3"x3'		5				120	70	120	70	120	70
77.1	86'3"x2 1/4'		4				94	53	94	53	94	53
77.8	88'3"x3'		5				120	70	120	70	120	70
						Excavation and backfill 9 c.y. @ \$0.70 Cast iron pipe 24' 1.92 tons	6					
							82	98				
							88					
							86				88	86
78.3	80'3"x2'		4				86	49	86	49	86	49
79.1	90'3"x3'		6				125	75	125	75	125	75
						Excavation and backfill 9 c.y. @ \$0.70 Cast iron pipe 24' 1.92 tons	6					
							82	100	82			
							88		88			
							125	75			88	88
79.9	91'3"x3'		6				125	75	125	75	125	75
	94'4"x3'		7				238	176	238	176	238	176
	112'24"x24"		3									
						Excavation and backfill 9 c.y. @ 0.370 Cast iron pipe 3.12 tons	6					
							133	98				
							139				139	136



## COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

## CULVERTS—Continued

Mile Post	Bridge No.	Size	Fill Feet	Riggs—1911—Exhibit 1	Hansel—1912 Exhibit 15	Riggs—1911—Exhibit 1-A	1911		1912		1913	
							C.R.	P.V.	C.R.	P.V.	C.R.	P.V.
100.2	144 3'x3'		5	Excavation and backfill 22 c.y. @ \$0.70	15 100 15	18" cast iron pipe Excavation and backfill 22 c.y. @ \$0.70 Cast iron pipe 24' 1.92 tons 42.00	116	65	116	65	97	95
				Timber								
				2.7 M. Drift bolts 68 lbs								
103.5	147 4'x4'		6	0.031½	101 50 50	Excavation and backfill 36 c.y. @ \$0.70 Timber 6.15 M. 36.64 Drift bolts 154 lbs 0.031½	25	100	25	100	25	100
				116								
				65 Same								
103.3	149 4'x3'		5	Excavation and backfill 28 c.y. @ \$0.70	20 100 20	24" wrought iron Excavation and backfill 28 c.y. @ \$0.70	231	95	219	244	256	244
				Timber								
				4.88 M. Drift Bolts 122 lbs								
109.0	150 3'x1'		14	0.031½	183 50 92	Wrought iron 24' 1,800 lbs 0.04	72	50	36	203	112	56
				2'x2'								
				3								
109.8	151 4'x3'		6	0.031½	203 112 Same	18" cast iron pipe Excavation and backfill 78 c.y. @ \$0.70 Cast iron pipe 30 ft.	92	13	100	13	100	13
				18								
				25								
112.5	156 2'x3'		5	Excavation and backfill 18 c.y. @ \$0.70	13 100 13	Timber 2.46 M. 36.64	203	112	203	112	203	112
				15								
				15								



CULVERTS—Continued

COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

Mile	Bridge No.	Size	Fill Feet	Riggs—1911—Exhibit 1	Hassel—1912 Exhibit 15	Riggs—1913—Exhibit 1-A	1911		1912		1913	
							C.R.	P.V.	C.R.	P.V.	C.R.	P.V.
122.3	157'3"x1' 168'4"x4'		3 7			Excavation and backfill 44 c.y. @ \$0.70 Timber 6.72 M. Drift bolts 168 lbs 0.03½	\$ 61	34 31	\$ 61	34 31	\$ 61	34 31
122.7	166'2"x2'		3			Replaced	63	34	63	34	283	270
123.0	170'2"x2'		3½				69	38	69	38	63	34
123.0	171'4"x2'		4				156	85	156	85	156	85
123.1	172'3"x1½'		3½				74	42	74	42	74	42
123.6	173'2"x1' 3'x2' 3'x2½' 2½'x20" 2½'x16" 2½'x16" 2'x2' 3'x2' 3'x2' 3'x2'		3 10 10 6 5 5 8 4 5 5				49	28	49	28	49	28
			10				108	107	108	107	108	107
			10				181	114	181	114	181	114
			6				98	60	98	60	98	60
			5				91	56	91	56	91	56
			5				80	48	80	48	80	48
			5				80	48	80	48	80	48
			8				118	71	118	71	118	71
			4				86	50	86	50	86	50
			5				99	59	99	59	99	59
			5				85	49	85	49	85	49
			5				116	68	116	68	116	68
			5				116	68	116	68	116	68
127.9	178'2"x2'		16				170	131	170	131	170	131
128.0	3'x3'		12				128	97	128	97	128	97
130	12°		12				144	126	144	126	144	126
131.0	14°		6				67	56	67	56	67	56
	12°		8				93	81	93	81	93	81
	14°		10				185	163	185	163	185	163
132.0	17'x2'		5				78	43	78	43	78	43



14°	7	83	721	83	72
14°	10	114	99	99	114
7°	12	77	69	69	77
2'x2'	17	107	64	107	64
180'3'x3'	32	667	475	667	475
181'8'x8'	11	1,369	1,235	1,369	1,235
183'2'x1'	3	49	28	49	28
16°	14	176	159	176	159
184'2'x1'	3	49	28	49	28
185'4'x2'	4	156	88	156	88
2'x2'	7	107	64	107	64
2'x2'	5	85	50	85	50
2'x2'	4	74	43	74	43
2'x2'	6	96	62	96	62
3'x3'	6	151	88	151	88
2'x2'	6	74	43	74	43
2'x2'	4	132	76	132	76
3'x5'	6	118	71	118	71
186'2'x1'	3	112	66	113	66
2'x2'	8	12	7	12	7
3'x3'	1	20	11	20	11
3'x3'	2	494	289	494	289
3'x3'	14	233	172	233	172
3'x3'	6	96	53	96	53
3'x3'	4 1/2	132	76	132	76
3'x3'	6	1,762	1,345	1,762	1,345
2'x2'	22	20	11	20	11
1'x1'	3	20	11	20	11
1'x1'	2	20	11	20	11
1'x1'	2	20	11	20	11
1'x1'	2	20	11	20	11
4'x2'	5	40,846	28,866	40,834	28,887
4'x6'	8	182	101	182	101
8'x6'	6	448	243	448	243
3'x10'	4	428	217	428	217
6'x8'	7	68	39	68	39
6'x1'	8	515	278	515	278
8A 3'x3'	5	282	165	282	165
7A 3'x3'	5	116	65	116	65
Excavation and backfill					
22 c.y. @ \$0.70					
15 100 15					
Total Sault Ste. Marie to Marquette					
11,639 31,266					

Filled

ST. IGNACE TO SOO JUNCTION:

Filled  
Filled  
Filled  
Filled  
Filled  
Filled

## COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

## CULVERTS—Continued

Mile	Bridge No.	Size	Fill Feet	Riggs—1911—Exhibit 1	Hans—1912 Exhibit 15	Riggs—1913—Exhibit 1-A	1911				1912				1913			
							C.R.	P.V.	C.R.	P.V.	C.R.	P.V.	C.R.	P.V.	C.R.	P.V.	C.R.	P.V.
						Timber 2.70 M. Drift bolts 68 lbs												
						36.64												
						0.0314												
						101												
						50												
						116												
						65												
						Excavation and backfill 18 c.y. @ \$ 0.70												
						24' concrete pipe (1913)												
						13												
						100												
						13												
						91												
						100												
						91												
						104												
						Excavation and backfill 18 c.y. @ \$0.70												
						Cast iron pipe, 24' (1913)												
						4.32 tons												
						42.60												
						184												
						100												
						197												
						Excavation and backfill 36 c.y. @ \$0.70												
						Cast iron pipe, 24' (1913)												
						5.86 tons												
						42.60												
						250												
						100												
						250												
						275												
						Excavation and backfill 44 c.y. @ \$0.70												
						Cast iron pipe, 36' (1913)												
						6.48 tons												
						42.60												
						276												
						307												
						307												



## COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

## CULVERTS—Continued

Mile Post	Bridge No.	Size	Fill Feet	Riggs—1911—Exhibit 1	Hansel—1912 Exhibit 15	Riggs—1911—Exhibit 1-A	1911		1912		1913	
							C.R.	P.V.	C.R.	P.V.	C.R.	P.V.
14.1		24'x24"	5			Excavation and backfill 18 c.y. @ \$0.70 24' concrete pipe (1912) 3.80		\$		\$		\$
						13 100 13						
						91 100 91						
						104						
17.0	37A	2'x2'	5				85	40	85	49	104	104
19.7	42A	4'x3'	5				203	112	203	112	85	40
20.2	44A	4'x4'	6				256	141	256	141	203	112
21.1	47A	4'x2'	4				156	85	156	85	156	85
21.4	48A	2'x2'	4				74	41	74	41	74	41
		3'x3'	5				130	67	130	67		
		4'x4'	12				430	250	430	250		
		3'x3'	5				120	67	120	67		
		2'x2'	5				87	50	87	50		
		2'x2'	5				87	50	87	50		
		3'x3'	5				120	67	120	67		
22.0	49A	2'x2'	4				74	41	74	41	74	41
22.0		24'x24"	4			Excavation and backfill 13 c.y. @ \$0.70 Cast iron pipe, 24' (1912) 3.12 tons 42.60						
						9 100 9						
						133 100 133						
						142						
22.6	51A	3'x2'	4				86	40	86	40	142	142
23.3	53A	4'x3'	5				203	112	203	112	86	40
23.5	54A	2'x2'	4				74	41	74	41	203	112
23.7	55A	2'x2'	4				74	41	74	41	74	41
	56A	4'x4'	6			Excavation and backfill 36 cy. @ \$0.70 Timber 6.15 M. 36.64						
						25 100 25						

Drift bolts 154 lbs	0.035	231	50	116	141	256	141	65
Excavation and backfill 36 c.y. @ \$0.70		25	100	25	116	65	116	85
Timber 6.15 M.	36.64							
Drift bolts 154 lbs	0.035	231	50	116	141	256	141	85
Excavation and backfill 36 c.y. @ \$0.70		25	100	25	116	85	156	85
Timber 5.38 M.	36.64							
Drift bolts 134 lbs	0.035	202	50	101	126	227	126	126
Filled								
Excavation and backfill 16 c.y. @ \$0.70		11	100	11				

### COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

## CULVERTS—Continued

Mile Post	Bridge No.	Size	Fill Feet	Riggs—1911—Exhibit 1	Hassal—1912—Exhibit 15	Riggs—1911—Exhibit 1-A		1911		1912		1913	
								C.R.	P.V.	C.R.	P.V.	C.R.	P.V.
	86A	14'	6			Timber 2.01 M. Drift bolts 50 lbs	36.64 0.035	75 50 38	\$	\$	\$	\$	
						Excavation and backfill 36 c.y. @ \$0.70		86 25 100 25					49
						Timber 6.15 M. Drift bolts 154 lbs	36.64 0.035	50 116					
34.1	87A	3'x3'	5					141	116	65	116	256	141
34.3	88A	6'x4'	6						316	174	316	116	65
35.3	90A	3 1/2'x3'	5						192	105	192	316	174
35.7	91A	3 1/2'x3'	5						192	105	192	105	192
36.5	93A	2'x2'	4						74	41	74	41	74
37.1	96A	6'x4'	6			Excavation and backfill 46 c.y. @ \$0.70		32 100 32					
						Timber 7.56 M. Drift bolts 189 lbs	36.64 0.035	50 142					
								316 174					
37.4	97A	3 1/2'x3'	5					168	316	174	316	174	168
37.7	98A	5'x3 1/2'	5 1/2						192	105	192	105	192
38.0	99A	2'x2'	4						261	143	261	143	261
			4						74	41	74	41	74
			4						171	93	171	93	171
40.3	104A	4 1/2'x2 1/2'	4						86	48	86	48	86
41.1	106A	4'x3'	6						227	126	227	126	227

[illegible]



## COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

## CULVERTS—Continued

Mile	Bridge No.	Size	Fill Feet	Riggs—1911—Exhibit 1	Hassel—1912 Exhibit 15	Riggs—1913—Exhibit 1-A	1911		1912		1913	
							C.R.	P.V.	C.R.	P.V.	C.R.	P.V.
173.4	236	4'x3'	4				\$ 170	97	\$ 170	97	\$ 170	97
		21½'x2'	16				246	163	246	163	246	163
174.0		3'x3'	6				132	76	132	76	132	76
		2½'x2'	5				92	53	92	53	92	53
		1'x1'	3				24	14	24	14	24	14
		1'x1'	4				28	17	28	17	28	17
		2'x2'	5				85	59	85	59	85	59
		2'x4'	8				164	94	164	94	164	94
174-178		4'x4'	18				624	379	624	379	624	379
		95'x30"	18									
						30" concrete pipe						
						Excavation and backfill						
						191 c.y. @ \$0.70	134	100	134	100		
						95' concrete pipe (1913)	541	100	541			
						5.69						
178.0		4'x3'	14				442	265	442	265	675	675
		3'x2'	4				86	49	86	49	442	265
		4'x4'	10				369	210	369	210	442	265
		1'x1'	2				20	11	20	11	369	210
178.7	243	2'x2'	4				74	41	74	41	20	11
178.4	244	2'x2'	4				74	41	74	41	74	41
179.5	245	1½'x1½'	4				74	41	74	41	74	41
	248	3'x3'	5				59	34	59	34	59	34
						Excavation and backfill						
						22 c.y. @ \$0.70	15	100	15			
						Timber						
						2.7 M.						
						Drift bolts						
						68 lbs						
181.0		1'x8"	2				18	11	18	11	116	111
181.2	251	2'x2'	3				63	34	63	34	116	111
											63	34

Excavation and backfill 36 c.y. @ \$0.70	25	100	225
Timber 6.15 M.			
Drift bolts 154 lbs	231	95	219
161.6	232' 4" x 4"	256	244
182.1	253' 2" x 11 1/2"		
182.5	254' 4" x 3"		
182.8	255' 2" x 1'		
183.0	11 1/2' x 1'		
	3' x 2'		
	2' x 2'		
183.7	257' 3 1/2' x 1'		
185.1	258' 2' x 2'		
185.6	259' 2' x 2'		
	11 1/2' x 1'		
	22' x 1'		
	3' x 2'		
185.9	260' 2' x 2'		
186.3	261' 4' x 3"		
	2' x 2'		
	2' x 2'		
	4' x 4'		
187.3	262' 4' x 3"		
187.5	263' 2 1/2' x 2'		
188.0	4' x 2'		
188.5	265' 2' x 2'		
188.8	266' 4' x 3"		
188.9	268' 2' x 2'		
191.0	269' 1' x 3"		
191.3	270' 2' x 2'		
191.6	271' 4' x 4'		
191.8	272' 4' x 3"		
	4' x 4'		
	2' x 2'		
	20' x 2'		
192.0	1' x 10"		
	3 1/2' x 2'		
192.3	274' 4' x 1'		

CULVERTS—Continued

COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

Mile	Bridge No.	Size	Fill Feet	Riggs—1911—Exhibit 1	Hased—1912 Exhibit 15	Riggs—1913—Exhibit 1-A	1911		1912		1913	
							C.R.	P.V.	C.R.	P.V.	C.R.	P.V.
192.8	276	3'x1'	4				\$ 122	\$ 67	\$ 122	\$ 67	\$ 122	\$ 67
193.0	277	4'x2'	5				177	98	177	90	177	98
193.8	278	4'x2'	4				156	85	156	85	156	85
193.9	279	3'x2'	4				86	49	86	49	86	49
194.2	280	4'x2'	4				150	85	156	85	156	85
194.5	282	2'x2'	4				74	41	74	41	74	41
194.8	283	2'x1'	3				55	31	55	31	55	31
	284	2'x1'	3				49	28	49	28	49	28
195.5	285	4'x1'	3				114	62	114	62	114	62
196.0		1'x1'	2				20	11	20	11	20	11
		2'x1'	3				49	28	49	28		
196.0		24'x18"	3									
						Filled Excavation and backfill 9 c.y. @ \$0.70 Cast iron (1913) 1.92 tons						
						6 100 6						
						82 100 82						
						88						
197.6	288	2'x2'	6				104	63	104	63	88	88
		3'x2'	4				145	79	145	79	104	63
		4'x2'	20				560	360	560	360	560	360
		4'x1'x2'	8				226	136	226	136	226	136
		15"	20				252	193	252	193	252	193
		4'x3'	8				277	158	277	158	277	158
		2'x2'	14				196	127	196	127	196	127
						Total Marquette to Nestoria (North Line)	19,805	12,958	19,805	12,950	22,240	15,333
0.6	1B	44"	21				543	369	543	369	543	369
		42"	12				274	220	274	220	274	220
		16"	25				320	250	320	250	320	250
		15'x1'	4				47	26	47	26	47	26
		15'x1'	8				76	46	76	46	76	46

MARQUETTE TO WINTHROP JUNCTION  
(South Track):



## COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

## CULVERTS—Continued

Mile Post	Bridge No.	Size	Fill Feet	Riggs—1911—Exhibit 1	Hansel—1912 Exhibit 15	Riggs—1911—Exhibit 1-A	1911		1912		1913	
							C.R.	P.V.	C.R.	P.V.	C.R.	P.V.
							\$	\$	\$	\$	\$	\$
10.9	29B	3'x1'	3			0.035	93	95	88			
	34B	1'x1'	3									
	36B	4'x3'	5			113						
		3'x3'	6				61	34	61	34	113	108
		16'x1'	3				24	14	24	14	61	34
12.0		3'x3'	8				203	112	203	112	203	112
		3'x3'	8				132	98	132	98	132	98
		3'x3'	8				43	24	43	24	43	24
		4'x4'	8				162	95	162	95	162	95
		7'x3'	7				312	175	312	175	312	175
		44'x24"	10				347	196	347	196	347	196
						Drift bolts 62 lbs.						
16.0												
Total Marquette to Winthrop Junction												
							11,120	7,713	11,120	7,713	12,048	8,688

HUMBOLDT TO REPUBLIC:

0.0	6"x10"	1	12	7	12	7	12	7	12	7
0.1	1C 2"x2"	4	74	41	74	41	74	41	74	41
0.2	2C 2½"x1½"	4	72	41	72	41	72	41	72	41
1.0	8"x10"	1	13	7	13	7	13	7	13	7
	1"x1'	1	20	11	20	11	20	11	20	11
	1"x10"	2	19	13	19	13	19	13	19	13
	4"x3'	6	227	126	227	126	227	126	227	126
	10"x7"	1	13	7	13	7	13	7	13	7
1.7	3C 4"x4'	5	256	141	256	141	256	141	256	141
2.0	4"x3'	4	178	96	178	96	178	96	178	96
	2"x2'	3	63	34	63	34	63	34	63	34
	4"x2'	8	244	141	244	141	244	141	244	141
	3"x3'	5	116	65	116	65	116	65	116	65
3.8	4C 4"x2'	4	155	84	155	84	155	84	155	84
4.8	9C 4"x3'	5	203	112	203	112	203	112	203	112
5.0	2"x22"	4	82	47	82	47	82	47	82	47
5.3	12C 2"x2'	5	74	41	74	41	74	41	74	41
5.5	13C 4"x4'	7	284	158	284	158	284	158	284	158
	2½"x2'	7	116	69	116	69	116	69	116	69
	1"x10"	1	15	10	15	10	15	10	15	10
7.0	1"x10"	1	15	8	15	8	15	8	15	8
7.2	14C 4"x1'	3	114	62	114	62	114	62	114	62
7.3	15C 5½"x3'	4	216	117	216	117	216	117	216	117
	3"x3'	5	115	65	115	65	115	65	115	65
	8"x6"	1	12	7	12	7	12	7	12	7
	16"x14"	2	34	19	37	20	34	19	37	20
	2"x2'	4	74	41	74	41	74	41	74	41
	3"x3'	5	116	65	116	65	116	65	116	65
	4"x4'	5	229	124	229	124	229	124	229	124
			3,161	1,759	3,164	1,760	3,161	1,759	3,161	1,759
			19,805	12,958	19,805	12,950	22,240	15,333	22,240	15,333
			11,120	7,713	11,120	7,713	12,048	8,628	12,048	8,628
			34,086	22,430	34,089	22,423	37,449	25,720	37,449	25,720
			593	376	593	376	593	376	593	376
			1,088	694	1,088	694	1,088	694	1,088	694

Total Humboldt to Republic  
Total Marquette to Nestoria (North Line)  
Total Marquette to Windthrop Junction  
(South Line)

Total Marquette to Nestoria

NESTORIA TO HOUGHTON:

4"x2½'  
6"x4'

20  
25

# COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

## CULVERTS—Continued

Mile Post	Bridge No.	Size	Fill Feet	Riggs—1911—Exhibit 1	Hansel—1912 Exhibit 15	Riggs—1913—Exhibit 1-A	1911		1912		1913	
							C.R.	P.V.	C.R.	P.V.	C.R.	P.V.
1.0		14"	25				306	203	306	203	306	203
		3'x2'	25				441	312	441	312	441	312
		2½'x2½'	4				88	49	88	49	88	49
		2½'x2½'	4				74	41	74	41	74	41
		4'x4'	6				88	55	88	55	88	55
		2½'x2½'	5				256	159	256	159	256	159
3.1	4D	2½'x2½'	5				101	64	101	64	101	64
		2½'x2½'	4				76	50	76	50	76	50
		4½'x2½'	4				88	55	88	55	88	55
		4'x2'	5				200	111	200	111	200	111
		8D 2'x2'	8				244	141	244	141	244	141
		4.3 8D 2'x2'	5				85	49	85	49	85	49
4.7	10D	2'x1½'	4				66	37	66	37	66	37
		5.0 11D 4'x2'	5				177	98	177	98	177	98
		5.5 13D 16"	4				70	38	70	38	70	38
		4'x3'	10				329	190	329	190	329	190
		4'x3'	5				203	112	203	112	203	112
		3½'x3'	5				182	100	182	100	182	100
6.9	14D	4'x2'	3				135	72	135	72	135	72
		2'x2'	4				74	41	74	41	74	41
		7.6 15D 4'x3'	5				203	112	203	112	203	112
		7.7 16D 4'x3'	5				203	112	203	112	203	112
		3'x2'	12				199	173	199	173	199	173
		4'x8'	2				90	48	90	48	90	48
10.0	8"	4'x8'	20				152	139	152	139	152	139
		4'x4'	18				624	379	624	379	624	379
		42"	45									
		Tunnel for iron pipe 120 ft. @ \$8.00 Excavation and backfill 56 c.y. 0.70				960	100	960	100	960	100	
		Tunnel 119 ft. @ \$ 5.00 595 100 595 Excavation and backfill 28 c.y. 0.70 20 100 20				40	100	40	100	40	100	





## COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

## CULVERTS—Continued

Mile	Bridge No.	Size	Fill Feet	Riggs—1911—Exhibit 1	Hansel—1912—Exhibit 15	Riggs—1913—Exhibit 1-A	1911			1912			1913		
							C.R.	P.V.		C.R.	P.V.		C.R.	P.V.	
20.0		2'x2'	6				\$ 96	\$ 56	\$ 3	\$ 96	\$ 56	\$ 3	\$ 96	\$ 56	\$ 3
		2'x2'	6				96	56	96	56	96	56	96	56	96
		3'x2'	5				99	69	99	69	99	69	99	69	99
		4'x3'	5				203	170	203	170	203	170	203	170	203
		3'x2 1/2'	5				108	61	108	61	108	61	108	61	108
21.9		4'x4'	8				306	172	306	172	306	172	306	172	306
		4'x3'	5				203	170	203	170	203	170	203	170	203
		10'x11'	2				19	11	19	11	19	11	19	11	19
		3'x3'	4				102	57	102	57	102	57	102	57	102
	40D	2'x2'	4				74	41	74	41	74	41	74	41	74
22.0	41D	3'x3'	5				116	65	116	65	116	65	116	65	116
22.0	42D	3'x3'	5				116	65	116	65	116	65	116	65	116
22.1		20"	4				45	34	45	34	45	34	45	34	45
		8'x11'	1				14	7	14	7	14	7	14	7	14
		20'x16"	3				51	46	51	46	51	46	51	46	51
		31'x14'	9				324	183	324	183	324	183	324	183	324
		3'x2'	5				99	89	99	89	99	89	99	89	99
22.1	43D	3'x2'	2				20	11	20	11	20	11	20	11	20
22.2	44D	4'x2'	4				86	50	86	50	86	50	86	50	86
	45D	24'x24"	3				156	85	156	85	156	85	156	85	156
Excavation and backfill 9 c.y. @ \$0.70															
Cast iron pipe 3.12 tons															
							6	100	6						
							133	98	130						
							139		136						
22.5	46D	2'x2'	5				85	49	85	49	85	49	85	49	85
22.5	47D	2'x2'	4				74	41	74	41	74	41	74	41	74
		1'x1'	2				20	11	20	11	20	11	20	11	20
		4'x3'	6				227	126	227	126	227	126	227	126	227
24.5	48D	2'x2'	4				74	41	74	41	74	41	74	41	74
		4 1/2'x4'	25				920	585	920	585	920	585	920	585	920



## COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

## CULVERTS—Continued

Mile	Bridge No.	Size	Fill Feet	Riggs—1911—Exhibit 1	Hansel—1912 Exhibit 15	Riggs—1911—Exhibit 1-A	1911		1912		1913	
							C.R.	P.V.	C.R.	P.V.	C.R.	P.V.
32.4	63D	3'x2'	8			Excavation and backfill 36 c.y. @ \$0.70	139	\$	139	\$	139	\$
41.0		3'x3'	5			Timber	116	65	116	65	116	65
		4'x3'	6			6.15 M.	227	126	227	126	227	126
		4'x4'	6			Drift bolts 154 lbs						
						0.035	231	100	231			
							256		256			
41.8	97D	2'x2'	5				107	70	107	70	256	256
42.7	98D	2'x3'	6				102	102	102	102	107	70
		3'x3'	6				132	132	132	132	132	132
		4'x3 1/2'	4				241	133	241	133	241	133
		2'x2'	4				74	41	74	41	74	41
		2'x2'	5				85	49	85	49	85	49
		2'x2'	5				116	65	116	65	116	65
		2'x2'	5				203	112	203	112	203	112
		2'x2'	5				283	157	283	157	283	157
		3'x3'	7				115	104	115	104	115	104
		4'x4'	9				96	56	96	56	96	56
		2'x2'	6				227	126	227	126	227	126
		4'x3'	6				330	191	330	191	330	191
		2'x2'	5				85	49	85	49	85	49
		3'x2'	5				99	57	99	57	99	57
		2'x2'	4				74	41	74	41	74	41
43.0		3'x3'	6				132	76	132	76	132	76
		2'x2'	6				96	56	96	56	96	56
		4'x4'	9				341	193	341	193	341	193
43.2	99D	3'x2'	12				199	127	199	127	199	127
43.9	100D	4'x3'	5				203	112	203	112	203	112
		4'x1 1/2'	4				144	79	144	79	144	79

NESTORIA TO STATE LINE.		Total Nestoria to Houghton	
44.0	1' 4"	104	721
	6' 23"	418	1041
	3' 12'	99	243
	1' 11'	20	99
45.0	3' 23"	20	11
	4' 23"	132	30
	4' 23'	252	132
	2' 12'	227	76
	2' 12'	85	252
46.0	4' 23'	256	141
102D	4' 23'	141	85
47.0	2' 12'	107	49
	4' 23'	378	107
47.8	3' 12'	417	378
	3' 12'	86	417
		49	86
		30,315	19,924
		33,022	22,481
201.0	3' 23'	229	142
	1' 16"	17	10
	4' 23'	330	229
203.0	282 3' 12'	49	86
203.0	15"	110	99
	15"	110	99
	3' 12'	99	84
204.8	294 4' 12'	244	141
204.8	204 4' 12'	838	528
205.0	2' 12'	203	170
	2' 12'	100	66
206.0	2' 12'	143	97
	2' 12'	119	80
	2' 12'	200	126
207.0	3 1/2' 12 1/2'	126	200
	1 1/2' 12'	77	49
	1 1/2' 12'	67	42
	1 1/2' 12'	245	157
	3 1/2' 12 1/2'	157	245
	2' 12'	100	66
	2' 12'	100	66
	2' 12'	85	55
	2' 12'	35	85
	4' 23'	340	227
	5 1/2' 13'	152	274
210.0	3' 12'	86	49
	4' 23'	179	110
	3' 12'	110	179
	4' 23'	86	55
	4' 23'	227	142

## COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

## CULVERTS—Continued

Mile Post	Bridge No.	Size	Fill Feet	Riggs—1911—Exhibit 1	Hansel—1912 Exhibit 15	Riggs—1911—Exhibit 1-A	1911		1912		1913	
							C.R.	P.V.	C.R.	P.V.	C.R.	P.V.
							\$	\$	\$	\$	\$	\$
212.0		3'x2'	5				99	64	99	64	99	64
		2½'x3'	10				182	110	182	110	182	110
		4'x2'	10				291	205	291	205	291	205
		2'x1'	2½				46	25	46	25	46	25
		6'x2'	4				202	125	202	125	202	125
214.0		3'x2'	6				113	66	113	66	113	66
		6'x4'	8				385	216	385	216	385	216
		4'x3'	5				203	112	203	112	203	112
		3'x2'	13				168	105	168	105	168	105
		2'x2'	15				249	164	249	164	249	164
215.0		3'x3'	4				74	47	74	47	74	47
		4'x2½'	12				229	142	229	142	229	142
		3½'x2'	12				303	240	303	240	303	240
		3½'x2½'	8				229	132	229	132	229	132
		4'x2½'	14				383	263	383	263	383	263
216.0		4'x2½'	9				285	165	285	165	285	165
		1½'x1'	2				37	23	37	23	37	23
		3'x3'	7				147	96	147	96	147	96
		3½'x3½'	6				229	142	229	142	229	142
		16"	14				176	137	176	137	176	137
218.0		2'x2'	12				169	124	169	124	169	124
		1½'x1½'	6				68	55	68	55	68	55
		18"	10				146	84	146	84	146	84
		301	39				1,457	985	1,457	985	1,457	985
		4'x4'	7				126	75	126	75	126	75
220.0		3'x2'	6				213	145	213	145	213	145
220.6		4'x2½'	12				184	117	184	117	184	117
221.0		2½'x2'	6				113	96	113	96	113	96
222.0		3'x2'	9				267	160	267	160	267	160
		4'x2'	5				65	36	65	36	65	36
		12"	10				330	197	330	197	330	197
224.0		4'x3'	3				134	72	134	72	134	72
		4'x2'	3				156	103	156	103	156	103
		4'x2'	4			4'x3'						

Concrete arch, 20' span, 12' rise, 122' long,  
1,023 c. y.—actual cost.  
Concrete box, 8' span, 6' deep, 92' long, 320  
c. y.—actual cost

302	14	493	291	493	291	13,576	493	13,576
224.5	303 4'x4'	278	250	278	250	4,760	278	4,760
	16"	795	593	795	593	250	795	250
228.0	304 4'x3'	2,277	1,484	2,277	1,484	2,277	1,484	2,277
229.4	305 6'x6'	266	211	266	211	266	211	266
230.0	16"	99	84	99	84	99	84	99
	3'x2'	29	18	29	18	29	18	29
	1'x1'	135	119	135	119	135	119	135
	16"	135	119	135	119	135	119	135
	10	60	35	60	35	60	35	60
	2'x2'	721	589	721	589	721	589	721
	6'x4'	532	327	532	327	532	327	532
230.6	306 4'x3'	284	256	284	256	284	256	284
231.0	16"	179	159	179	159	179	159	179
	16"	103	80	103	80	103	80	103
	11"	1,398	709	1,398	709	1,398	709	1,398
231.7	307 5'x2½'	94	69	94	69	94	69	94
232.0	1'x1'	360	297	360	297	360	297	360
	2½'x4'	85	49	85	49	85	49	85
	2'x2'	33	20	33	20	33	20	33
	1'x1'	616	355	616	355	616	355	616
	4½'x6'	291	177	291	177	291	177	291
	4'x2'	42	23	42	23	42	23	42
233.0	2'x1'	58	31	58	31	58	31	58
	2½'x2'	102	58	102	58	102	58	102
	3'x3'	227	126	227	126	227	126	227
	4'x3'	90	53	90	53	90	53	90
	12"	20	11	20	11	20	11	20
	1'x1'	263	149	263	149	263	149	263
234.0	3½'x3'	364	243	364	243	364	243	364
	15"	363	216	363	216	363	216	363
	4'x2½'	67	53	67	53	67	53	67
	9"	108	84	108	84	108	84	108
	12"	139	86	139	86	139	86	139
235.0	3'x2'	139	86	139	86	139	86	139
	3'x2'	243	140	243	140	243	140	243
236.0	4'x2'	97	60	97	60	97	60	97
	1½'x1½'							



## COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

## CULVERTS—Continued

Mile Post	Bridge No.	Size	Fill Feet	Riggs—1911—Exhibit 1	Hansel—1912 Exhibit 15	Riggs—1913—Exhibit 1-A	1911		1912		1913	
							C.R.	P.V.	C.R.	P.V.	C.R.	P.V.
							\$	\$	\$	\$	\$	\$
		20°	14				230	203	230	203	230	203
		6"x10°	2				16	13	16	13	16	13
237.3	311	4"x4'	18				624	379	624	379	624	379
238.0		2½"x2'	10				143	93	143	93	143	93
		1'x1'	4				30	19	30	19	30	19
		2½"x2½'	10				169	114	169	114	169	114
		1'x1'	2				20	11	20	11	20	11
		3"x2½'	6				122	71	122	71	122	71
		3"x3'	6				132	76	132	76	132	76
		3"x2'	4				86	73	86	73	86	73
239.0		2½"x3'	8				132	99	132	99	132	99
240.0		3"x2½'	14				249	163	249	163	249	163
		1'x1'	2				20	14	20	14	20	14
		4"x3'	5				203	115	203	115	203	115
		3"x2'	10				168	105	168	105	168	105
		16°	18				225	165	225	165	225	165
		1½"x1'	7				76	47	76	47	76	47
		1'x1'	5				35	22	35	22	35	22
		2"x1½'	6				86	51	86	51	86	51
		2"x2'	12				160	132	160	132	160	132
		3"x2'	8				135	82	135	82	135	82
241.2		313 5"x4'	36				1,506	1,007	1,506	1,007	1,506	1,007
242.0		3"x1½'	4				79	46	79	46	79	46
		22"x1'	2				40	22	40	22	40	22
		16°	12				199	118	199	118	199	118
		5½"x2'	16				550	350	550	350	550	350
		3"x2'	11				184	119	184	119	184	119
		16°	10				135	81	135	81	135	81
242.0		1'x1'	21				20	11	20	11	20	11
243.0		4"x2½'	16				474	409	474	409	474	409
		14°	12				146	127	146	127	146	127
		14°	12				146	127	146	127	146	127

244.0 315 5' x 5'

45 Excavation and backfill  
1,087 c.y. @ \$0.70 761 100 761

Timber  
39.64 M. @ 36.64  
Drift bolts  
991 lbs  
0.03 1/2 1,487 30 744

2,248 1,505 Same

6' concrete pipe, 204' long—actual cost  
16' circular arch, 71'-10" long, 609 c. y. con-  
crete—actual cost

2,248 1,505 2,248 1,505 7,000 7,000

316	5' x 2'	16	522	379	522	379	6,500	6,500
	1' x 1'	3	24	14	24	14	522	379
	4' x 2'	6	198	136	198	136	14	14
	1' x 1'	4	29	18	29	18	198	136
	1' x 1'	2	20	11	20	11	29	18
245.0	16"	6	89	50	89	50	20	11
246.0	2' x 2'	5	89	50	89	50	89	50
	1' x 1'	3	85	55	85	55	89	50
	3' x 2'	5	24	14	24	14	85	55
	4' x 2 1/2'	8	99	64	99	64	24	14
	3 1/2' x 2 1/2'	6	99	64	99	64	99	64
247.0	3' x 2'	5	260	167	260	167	64	64
	4' x 3'	8	122	79	122	79	260	167
	2' x 2'	5	99	64	99	64	79	122
	1 1/2' x 1'	1	278	158	278	158	99	64
248.0	4 1/2' x 2'	4	278	177	278	177	278	158
249.0	1' x 10"	11	278	177	278	177	278	177
	5 1/2' x 3'	8	85	72	85	72	278	177
	14"	8	30	15	30	15	85	72
	2' x 2 1/2'	7	309	188	309	188	30	15
250.0	3' x 2'	6	27	16	27	16	309	188
	6' x 2 1/2'	11	432	253	432	253	27	16
251.0	16"	25	104	60	104	60	432	253
	1' x 1'	2	117	82	117	82	60	60
	2 1/2' x 3'	6	113	66	113	66	117	82
	4 1/2' x 2'	3	431	262	431	262	113	66
	1' x 1'	2	325	294	325	294	262	262
	2 1/2' x 3'	6	30	11	30	11	431	262
	4 1/2' x 2'	3	123	104	123	104	325	294
252.2	318 6' x 8'	26 Arch	142	79	142	79	20	11
	2' x 2'	3	2,645	1,664	2,645	1,664	123	104
	4' x 3'	7	63	36	63	36	142	79
	3' x 2'	10	252	141	252	141	142	79
			168	105	168	105	2,645	1,664
							63	36
							252	141
							168	105

## COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

## CULVERTS—Continued

Mile	Bridge No.	Size	Fill Feet	Riggs—1911—Exhibit 1	Hansel—1912 Exhibit 15	Riggs—1913—Exhibit 1-A		1911		1912		1913	
								C.R.	P.V.	C.R.	P.V.	C.R.	P.V.
255.0		3' x 2'	3					\$	\$	\$	\$	\$	\$
		20"	10					75	42	75	42	75	42
		4' x 2'	30					175	154	175	154	175	154
		1' x 2'	2					883	602	883	602	883	602
		1' x 10"	1 1/2					44	23	44	23	44	23
256.0			13					17	10	17	10	17	10
			13 1/2					452	209	452	209	452	209
257.0	320	5' x 4'	6					79	44	79	44	79	44
		2' x 2'	5					489	284	489	284	489	284
258.0		3' x 3'	6					85	85	85	85	85	85
		2' x 2'	6					132	132	132	132	132	132
259.0		3' x 2'	5					85	85	85	85	85	85
		3' x 2'	5					137	137	137	137	137	137
259.7	321	4' x 3'	9	Double				492	249	492	249	492	249
		1' x 1'	4					29	18	29	18	29	18
260.0			11	Double				565	286	565	286	565	286
			5					116	116	116	116	116	116
260.1		3' x 3'	5					33	22	33	22	33	22
		1' x 1'	5					116	74	116	74	116	74
		3' x 3'	3					49	31	49	31	49	31
		2' x 1'	5					116	65	116	65	116	65
		3' x 3'	4					50	29	50	29	50	29
		16' x 1'	4					147	86	147	86	147	86
262.0		3' x 3'	7					75	42	75	42	75	42
		3' x 2'	3					49	28	49	28	49	28
		2' x 1'	3					85	55	85	55	85	55
		2' x 2'	5					70	48	70	48	70	48
		1 1/2' x 8"	7					20	11	20	11	20	11
		1' x 1'	2					129	113	129	113	129	113
		16"	8					173	152	173	152	173	152
		20"	9					217	193	217	193	217	193
264.0		16"	16					213	147	213	147	213	147
		2' x 2 1/2'	14					184	126	184	126	184	126
		2' x 2 1/2'	12										

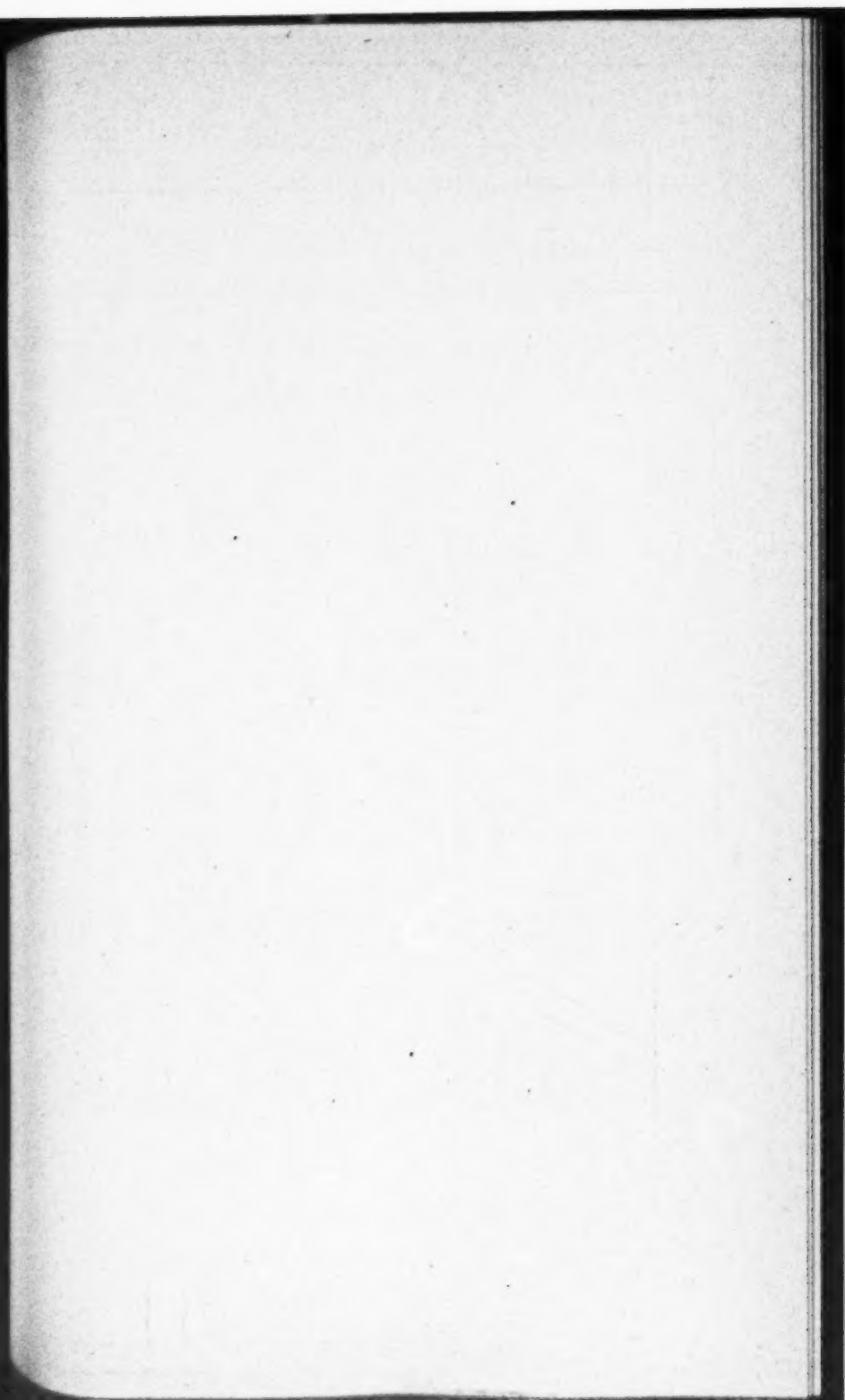
Included in treble schedule



## COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

## CULVERTS—Continued

Mile	Bridge No.	Size	Fill Feet	Riggs—1911—Exhibit 1	Hansel—1912 Exhibit 15	Riggs—1911—Exhibit 1-A	1911		1912		1913	
							C.R.	P.V.	C.R.	P.V.	C.R.	P.V.
							\$	\$	\$	\$	\$	\$
203.4	341	2'x2'	10				143	104	143	104	143	104
		2'x2'	20				560	360	560	360	560	360
		3'x3'	5				85	59	85	59	85	59
204.0		3'x2'	5				116	80	116	80	116	80
		3'x3'	8				99	69	99	69	99	69
		3'x2'	4				162	95	162	95	162	95
205.0	343	3'x2'	4				86	50	86	50	86	50
207.0		2'x2'	20				560	360	560	360	560	360
		3'x3'	16				96	56	96	56	96	56
		2'x2'	5				303	199	303	199	303	199
		3'x3'	6				85	59	85	59	85	59
		3'x2 1/2'	6				122	71	122	71	122	71
209.0		3'x3'	6				132	76	132	76	132	76
300.0		3'x3'	5				116	65	116	65	116	65
		3'x3'	5				116	65	116	65	116	65
		4'x3'	5				202	111	202	111	202	111
BESSEMER JUNCTION TO BESSEMER:												
		1'x1'	1				16	9	16	9	16	9
		2'x2'	5				85	49	85	49	85	49
Total Nestoria to State Line.....							55,698	36,419	55,698	36,500	84,797	66,466



Schedule No. 5  
OPEN CULVERTS

COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

Mile Post	Bridge No.	Lgth. Ft.	Full Ft.	Riggs—1911—Exhibit 1	Hansel—1913—Exhibit 15	Riggs—1913—Exhibit 1-A	1911		1912		1913	
							C. R. %	P. V.	C. R. %	P. V.	C. R. %	P. V.
SAULT STE. MARIE TO MARQUETTE:												
35.4	12	9½		6 Piling Timber Wrought iron Cast iron Total iron Bridge ties (0.53 M.B.M.)	132 lin. ft. @ \$ 0.40 2.02 M.B.M. 43.64 315 lbs 54 lbs 369 lbs 11 2.0675 Bridge ties 0.035 350 lbs 0.035 0.48 M.B.M. 34.00	Replaced	\$ 53.50 88.50	26 44	53 87	\$ 53 87	\$ P. V.	
52.0	30	12		5 Piling Timber Wrought iron Cast iron Total iron Bridge ties (0.62 M.B.M.)	132 lin. ft. 2.08 M.B.M. 43.64 311 lbs 54 lbs 365 lbs 13 2.0675 Bridge ties 0.035 355 lbs 0.035 0.60 M.B.M. 34.00	Replaced	177 53.50 91.50	90 26 46	168.50 53 95	84		
52.4	31	13		5 Piling Timber Wrought iron Cast iron Total iron Bridge ties (0.67 M.B.M.)	132 lin. ft. 2.52 M.B.M. 43.64 311 lbs 54 lbs 365 lbs 14 2.0675 Bridge ties 0.035 360 lbs 0.035 0.65 M.B.M. 34.00	Replaced	184 53.52 110.50	95 28 55	180.50 53 99	90		
							13.76 29.50 206	10 14 107	12 22	186.50	93	



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COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

OPEN CULVERTS—Continued

Mile Post	Bridge No.	Lenth. Ft.	Fib. Ft.	Riggs—1911—Exhibit 1	Hansel—1913—Exhibit 15	Riggs—1913—Exhibit 1-A	1911			191			1913		
							C. R.	%	P. V.	C. R.	%	P. V.	C. R.	%	P. V.
60.3	51	8		7 Piling Timber Wrought Iron Cast iron Total iron Bridge ties (0.43 M.B.M.)	0.40 Piling Timber 2.02 M.B.M. 325 lbs 54 lbs 379 lbs 9 2.0875 Bridge ties	Replaced									
							\$		\$			\$			\$
									53 50		26	53			
									88 50		44	106			
61.0	54	13 1/4		4 Piling Timber Wrought iron Cast iron Total iron Bridge ties (0.72 M.B.M.)	0.40 Piling Timber 2.40 M.B.M. 306 lbs 54 lbs 360 lbs 15 2.0875 Bridge ties	Replaced									
									173		88	185		50	93
									53 50		26	53			
									105 50		52	100			
80.1	95	15		6 Piling Timber Wrought iron Cast iron Total iron Bridge ties (0.78 M.B.M.)	0.40 Piling Timber 2.85 M.B.M. 356 lbs 68 lbs 424 lbs 16 2.0875 Bridge ties	Total as per Exhibit 1									
									13 06		8	13			
									31 50		16	23			
									202		102	180 50		95	
									53 50		26	53		224	113
									124 50		62	107			
									14 70		9	13			
									33 50		16	26			
									224		113	199 50		100	224
															113

80.5	96	145.4	0	Piling Timber Wrought iron Cast iron	132 lin. ft. 2.85 M.B.M. 356 lbs 68 lbs	0.40 43.64	Piling Timber	132 lin. ft. 2.44 M.B.M.	0.40 43.00	Total as per Exhibit 1	133.50 134.50	261 62	531 105	224	113
				Total iron Bridge ties (0.78 M.B.M.)	424 lbs 16	0.035 2.0675	Iron Bridge ties	362 lbs 0.73 M.B.M.	0.035 34.00		14.70 33.50	9 16	13 25		
97.9	139	15	4	Piling Timber Wrought iron Cast iron	132 lin. ft. 2.65 M.B.M. 308 lbs 68 lbs	0.40 43.64	Piling Timber	132 lin. ft. 2.45 M.B.M.	0.40 43.00	Total as per Exhibit 1 Add Timber 0.740 M.B.M. \$42.00	224 53.50 116.50	113 26 58	196.50 53 105	96 215 33.95	113 109 31
				Total iron Bridge ties (0.78 M.B.M.)	376 lbs 16	0.035 2.0675	Iron Bridge ties	365 lbs 0.75 M.B.M.	0.035 34.00		13.70 33.50	9 16	13 26		
103.5	147	8	5	Piling Timber Wrought iron Cast iron	132 lin. ft. 1.83 M.B.M. 301 lbs 54 lbs	\$0.40 43.64	Piling Timber	132 lin. ft. @ 1.90 M.B.M.	\$0.40 43.00	Replaced	215 53.60 80.50	109 32 40	197.50 53 82	99 248	140
				Total iron Bridge ties (0.43 M.B.M.)	355 lbs 9	0.035 2.0675	Iron Bridge ties	348 lbs 0.40 M.B.M.	0.035 34.00		13.80 19.50	11 10	12 14		
152.1	194	8	3 1/2	Piling Timber Wrought iron Cast iron	132 lin. ft. 1.7 M.B.M. 285 lbs 54 lbs	0.40 43.64	Piling Timber	132 lin. ft. 1.88 M.B.M.	0.40 43.00	Total as per Exhibit 1	165 53.50 74.50	93 26 37	161.50 53 81	81 158	80
				Total iron Bridge ties (0.43 M.B.M.)	339 lbs 9	0.035 2.0675	Iron Bridge ties	350 lbs 0.40 M.B.M.	0.035 34.00		12.58 19.50	7 10	12 14		
											158	80	160.50	80 158	80

OPEN CULVERTS—Continued

COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

Mile Post	Bridge No.	Leth. Ft.	Fill Ft.	Riggs—1911—Exhibit 1	Handled—1913—Exhibit 15	Riggs—1913—Exhibit 1-A	1911			1912			1913		
							C. R. %	P. V. %	C. R. %	P. V. %	C. R. %	P. V. %	C. R. %	P. V. %	C. R. %
152.3	195	8		6 Piling Timber Wrought iron Cast iron Total iron Bridge ties (0.43 M.B.M.)	132 lin. ft. 1.80 M.B.M. 399 lbs 54 lbs 363 lbs 9 2.0675 Bridge ties	0.40 43.64 0.035 0.40 M.B.M. 34.00	53.50 82.50	26 41	53 83				167		84
				Total Sault Ste. Marie to Marquette		Total as per Exhibit 1	167	84	162.50	81	167				84
							2,760	1,430	2,660	1,333	1,021				530
ST. IGNACE TO SOO JUNCTION															
24.0	56A	10		Piling Timber Wrought iron Cast iron Total iron Bridge ties (0.53 M.B.M.)	132 lin. ft. 1.83 M.B.M. 291 lbs 54 lbs 345 lbs 11 2.0675 Bridge ties	0.40 43.64 0.035 0.40 M.B.M. 34.00	53.50 80.50	26 40	53 89						
						Replaced									
							12.72	8	12						
							23.50	12	17						
							168	86	171.50	86					
24.2	58A	12		Piling Timber Wrought iron Cast iron Total iron Bridge ties (0.53 M.B.M.)	132 lin. ft. 1.90 M.B.M. 345 lbs 54 lbs 345 lbs 11 2.0675 Bridge ties	0.40 43.64 0.035 0.40 M.B.M. 34.00	53.50 80.50	26 40	53 89						
						Replaced									
							12.72	8	12						
							23.50	12	17						
							168	86	171.50	86					
							53.50 80.50	26 40	53 89						
							12.72	8	12						
							23.50	12	17						
							168	86	171.50	86					

[illegible]

OPEN CULVERTS—Continued

COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

Mile Post	Bridge No.	Leth. Ft.	No. Bents	Riggs—1911—Exhibit 1	Hansel—1913—Exhibit 15	Riggs—1913—Exhibit 1-A	1911		1912		1913	
							C. R.	% P. V.	C. R.	% P. V.	C. R.	% P. V.
33.3	86A	10		Piling Timber Wrought iron Cast iron Total iron Bridge ties (0.53 M.B.M.)	132 lin. ft. 0.40 1.83 M.B.M. 43.64 291 lbs 54 lbs 345 lbs 0.035 2.0875	Piling Timber Replaced	53.50 80.50	26 40	53 80			\$
				Total St. Ignace to Soo Junction— Total Sault Ste. Marie to Marquette Total East of Marquette			108 1,023 2,760 3,783	86 522 1,430 1,952	171.50 1,038 2,660 3,696	86 521 1,333 1,854		530 530
MARQUETTE TO NESTORIA (North Line)	201 Marquette	7 Yard		7 Piling Timber Wrought iron Cast iron Total iron Bridge ties (0.38 M.B.M.)	132 lin. ft. 0.40 1.96 M.B.M. 43.64 325 lbs 54 lbs 379 lbs 0.035 8	Piling Timber Iron Bridge ties Replaced	53.50 86.50	26 43	53 79	109		85
156.1	202	13		8 Piling Timber Wrought iron	132 lin. ft. 0.40 2.70 M.B.M. 43.64 354 lbs	Replaced	169 53.50 118.50	85 26 59	156.50	78	109	85

[illegible]



OPEN CULVERTS—Continued

COMPARISON OF THE 1911, 1911 AND 1913 APPRAISALS

Mile Post	Bridge No.	Lgth. Ft.	No. Bents	Riggs--1911--Exhibit 1		Hansel--1913--Exhibit 15		Riggs--1913--Exhibit 1-A	1911		1912		1913	
									C. R. %	P. V. C. R. %	P. V. C. R. %	P. V. C. R. %	P. V. C. R. %	P. V. C. R. %
179.5	248	8		Piling Timber Wrought iron Cast iron	132 lin. ft. 1.70 M.B.M. 285 lbs 54 lbs	0.40 43.64	Piling Timber	Replaced	53 50 74 50	26 37	53 82			
				Total iron Bridge ties (0.43 M.B.M.)	339 lbs	0.035	Iron		12 50	6	12			
					9	2.0875	Bridge ties		19 50	10	14			
181.0	250	10		Piling Timber Wrought iron Cast iron	132 lin. ft. 1.83 M.B.M. 291 lbs 54 lbs	0.40 43.64	Piling Timber	Replaced	158 53 50 80 50	79 26 40	161 50 53 89	81		
				Total iron Bridge ties (0.53 M.B.M.)	345 lbs	0.035	Iron		12 72	8	12			
					11	2.0875	Bridge ties		23 50	12	17			
181.6	252	5		Piling Timber Wrought iron Cast iron	132 lin. ft. 1.64 M.B.M. 285 lbs 54 lbs	0.40 43.64	Piling Timber	Replaced	168 53 50 72 50	86 26 36	171 50 53 71	86		
				Total iron Bridge ties (0.29 M.B.M.)	339 lbs	0.035	Iron		12 06	8	12			
					6	2.0875	Bridge ties		13 50	6	9			
									150	76	145 50	73		

9.5	25B	8	Piling Timber	132 lin. ft. @ \$0.40 1.70 M.B.M. 43.64	Piling Timber	132 lin. ft. @ \$0.40 1.90 M.B.M. 43.00	Total as per Exhibit 1	53 50 74 50	26 37	53 82	158	70
			Wrought iron Cast iron	285 lbs 54 lbs								
			Total iron Bridge ties (0.43 M.B.M.)	339 lbs 9	0.035 2.0675	Iron Bridge ties	348 lbs 0.40 M.B.M. 34.00	12 50 19 50	6 10	12 14		
								158	70	161 50	81 158	70
4.2	5C	8	4 Piling Timber	132 lin. ft. 0.40 1.70 M.B.M. 43.64	Piling Timber	132 lin. ft. 0.40 1.89 M.B.M. 43.00	Total as per Exhibit 1	53 52 74 50	28 37	53 81	158	85
			Wrought iron Cast iron	285 lbs 54 lbs								
			Total iron Bridge ties (0.43 M.B.M.)	339 lbs 9	0.035 2.0675	Iron Bridge ties	348 lbs 0.40 M.B.M. 34.00	12 76 19 50	10 10	12 14		
								158	85	160 50	80 158	85
4.5	7C	13	8 Piling Lumber	132 lin. ft. 0.40 2.7 M.B.M. 43.64	Piling Timber	132 lin. ft. 0.40 2.29 M.B.M. 43.00	Total as per Exhibit 1	53 52 118 50	28 59	53 98	214	112
			Wrought iron Cast iron	354 lbs 54 lbs								
			Total iron Bridge ties (0.67 M.B.M.)	408 lbs 14	0.035 2.0675	Iron Bridge ties	360 lbs 0.65 M.B.M. 34.00	14 76 29 50	11 14	13 22		
								214	112	186 50	91 214	112

## HUMBOLDT TO REPUBLIC

OPEN CULVERTS—Continued

COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

Mile Post	Bridge No.	Lgth. Ft.	No. Bents	Riggs—1911—Exhibit 1		Hansel—1913—Exhibit 15		Riggs—1913—Exhibit 1-A	1911			1912			1913		
									C. R.	% P.	V. C. R.	% P.	V. C. R.	% P.	C. R.	% P.	V. C. R.
7.4	16C	8	4	Piling Timber	132 lin. ft.	0.40	Piling Timber	132 lin. ft.	0.40	Total as per Exhibit 1	53 50	26	53		79		
				Wrought iron	1.70 M.B.M.	43.64	1.89 M.B.M.	43.00	74 50		37	81	136				
				Cast iron	285 lbs												
				Total iron	339 lbs	0.035	Iron	348 lbs	0.035		12 50	6	12				
				Bridge iron (0.43 M.B.M.)	9	2.0875	Bridge ties	0.65 M.B.M.	34.00		19 50	10	22				
Total Marquette to Nestoria																	
NESTORIA TO HOUGHTON																	
27.6	55D	8	3 1/2	Piling Timber	132 lin. ft.	0.40	Piling Timber	132 lin. ft.	0.40	Filled	53 50	26	53		79		
				Wrought iron	1.70 M.B.M.	43.64	1.88 M.B.M.	43.00	74 50		37	81	136				
				Cast iron	285 lbs												
				Total iron	339 lbs	0.035	Iron	348 lbs	0.035		12 50	6	12				
				Bridge Ties (0.43 M.B.M.)	9	2.0875	Bridge iron	0.40 M.B.M.	34.00		19 50	10	14				
Total Marquette to Nestoria																	
57D		10		Piling Timber	132 lin. ft.	0.40	Piling Timber	132 lin. ft.	0.40	Replaced	53 50	26	53		79		
				Wrought iron	1.83 M.B.M.	43.64	2.06 M.B.M.	43.00	74 50		37	81	136				
				Cast iron	291 lbs												
				Total iron	339 lbs	0.035	Iron	348 lbs	0.035		12 50	6	12				
				Bridge Ties (0.43 M.B.M.)	9	2.0875	Bridge iron	0.40 M.B.M.	34.00		19 50	10	14				
Total Marquette to Nestoria																	

[illegible]

**NESTORIA TO STATE LINE:**

There are no "Open Culverts" on this division.

Schedule No. 5  
BRIDGES, TRESTLES AND CULVERTS

RECAPITULATION

BRIDGES

TRESTLES

	1911			1912			1913			1911			1912			1913		
	No.	C.R.	P.V.	No.	C.R.	P.V.	No.	C.R.	P.V.	No.	C.R.	P.V.	No.	C.R.	P.V.	No.	C.R.	P.V.
<b>EAST OF MARQUETTE:</b>																		
Sault Ste. Marie to Marquette.....	13	66,864	45,458	14	60,334	39,453	14	65,437	40,334	65	118,259	63,307	65	74,970	36,240	59	37,762	22,811
St. Ignace to Soo Junction.....	1	2,806	1,766	1	2,431	1,456	1	2,891	1,846	11	7,120	4,008	11	6,442	3,521	11	8,067	4,904
<b>Total East of Marquette.....</b>	<b>14</b>	<b>69,670</b>	<b>47,224</b>	<b>15</b>	<b>62,765</b>	<b>40,909</b>	<b>15</b>	<b>68,328</b>	<b>48,180</b>	<b>76</b>	<b>125,379</b>	<b>67,315</b>	<b>76</b>	<b>81,412</b>	<b>39,770</b>	<b>70</b>	<b>45,829</b>	<b>27,715</b>
<b>MARQUETTE TO HOUGHTON:</b>																		
Marquette to Nestoria.....	9	36,491	32,657	11	29,475	25,522	10	37,221	33,084	20	17,732	11,652	22	17,096	10,256	19	18,931	12,932
Nestoria to Houghton.....	7	29,669	18,760	6	25,041	17,150	7	43,020	34,471	48	32,976	18,309	49	35,925	19,418	48	39,666	22,753
<b>Total Marquette to Houghton.....</b>	<b>16</b>	<b>66,160</b>	<b>51,417</b>	<b>17</b>	<b>54,516</b>	<b>42,672</b>	<b>17</b>	<b>80,241</b>	<b>67,555</b>	<b>68</b>	<b>50,728</b>	<b>29,961</b>	<b>71</b>	<b>53,021</b>	<b>29,674</b>	<b>67</b>	<b>58,047</b>	<b>35,685</b>
<b>NESTORIA TO STATE LINE.....</b>	<b>10</b>	<b>87,290</b>	<b>51,663</b>	<b>10</b>	<b>73,618</b>	<b>42,558</b>	<b>11</b>	<b>113,176</b>	<b>86,648</b>	<b>34</b>	<b>69,598</b>	<b>41,453</b>	<b>34</b>	<b>55,550</b>	<b>30,572</b>	<b>31</b>	<b>56,100</b>	<b>35,505</b>
<b>Total in Michigan.....</b>	<b>40</b>	<b>223,120</b>	<b>150,304</b>	<b>42</b>	<b>190,889</b>	<b>125,563</b>	<b>43</b>	<b>261,745</b>	<b>202,383</b>	<b>178</b>	<b>245,695</b>	<b>138,729</b>	<b>181</b>	<b>189,933</b>	<b>100,016</b>	<b>166</b>	<b>159,976</b>	<b>96,905</b>

CULVERTS

OPEN CULVERTS

	1911			1912			1913			1911			1912			1913		
	No.	C.R.	P.V.	No.	C.R.	P.V.	No.	C.R.	P.V.	No.	C.R.	P.V.	No.	C.R.	P.V.	No.	C.R.	P.V.
<b>EAST OF MARQUETTE:</b>																		
Sault Ste. Marie to Marquette.....	226	40,846	28,886	226	40,834	28,887	201	41,639	31,266	15	2,760	1,430	15	2,660	1,333	5	1,021	530
St. Ignace to Soo Junction.....	72	11,757	6,539	72	11,757	6,539	74	11,204	7,075	6	1,023	522	6	1,038	521	0		
<b>Total East of Marquette.....</b>	<b>298</b>	<b>52,603</b>	<b>35,425</b>	<b>298</b>	<b>52,591</b>	<b>35,426</b>	<b>275</b>	<b>52,843</b>	<b>38,341</b>	<b>21</b>	<b>3,783</b>	<b>1,952</b>	<b>21</b>	<b>3,698</b>	<b>1,854</b>	<b>5</b>	<b>1,021</b>	<b>530</b>

## MARQUETTE TO HOUGHTON:

Marquette to Nestoria

Nestoria to Houghton

Total Marquette to Houghton

## NESTORIA TO STATE LINE

Total in Michigan

183	34,066	22,430	183	34,069	22,423	190	37,449	25,720	12	2,015	1,025	11	1,778	890	7	1,173	600
168	30,315	19,924	168	30,315	19,924	170	33,022	22,481	3	541	274	3	526	264	1	215	109
351	64,401	42,354	351	64,289	42,347	360	70,471	48,201	15	2,556	1,299	14	2,304	1,154	8	1,388	709
251	55,698	36,419	251	55,698	36,500	253	84,797	60,466									
900	172,702	114,198	900	172,578	114,273	888	206,111	153,008	36	6,339	3,251	35	6,002	3,006	13	2,409	1,259

## TOTAL BRIDGES, TRESTLES, CULVERTS AND OPEN CULVERTS

	1911			1912			1913		
	No.	C.R.	P.V.	No.	C.R.	P.V.	No.	C.R.	P.V.
			\$			\$			\$
EAST OF MARQUETTE:									
Sault Ste. Marie to Marquette	319	228,729	139,061	320	178,795	105,922	279	145,859	100,941
St. Ignace to Soo Junction	90	22,706	12,835	90	21,668	12,037	86	22,162	13,865
Total East of Marquette	409	251,435	151,916	410	200,466	117,959	365	168,021	114,766
MARQUETTE TO HOUGHTON:									
Marquette to Nestoria	224	90,344	67,764	227	82,438	59,091	226	94,804	72,336
Nestoria to Houghton	226	83,501	57,267	226	91,807	56,756	226	115,343	79,814
Total Marquette to Houghton	450	183,845	125,031	453	174,130	115,847	452	210,147	152,150
NESTORIA TO STATE LINE									
Total in Michigan	295	212,576	129,535	296	184,816	109,630	295	254,073	188,619
Deducted by Mr. Riggs in Exhibit 50	1,154	647,856	406,482	1,159	559,412	343,436	1,112	632,241	455,535
Added by Mr. Hansel in Testimony		12,292	10,690						
Modified Totals		635,564	395,792						

COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

TIES FOR SIDE TRACKS ARE INCLUDED IN SCHEDULE No. 16

Unit Prices for Ties, 1911—34.77½¢; 1912—40¢; 1913—40¢

Unit price for 1911 determined as follows:

Total ties for division East of Marquette—645,951

Cedar, 18% of total 116,271 @ 34½¢ = \$ 40,065

Hemlock, 59% of total 381,111 @ 34½¢ = 130,531

Tamarack, 23% of total 148,569 @ 33¢ = 49,028

Including joint track 645,951

\$224,614

224,614 ÷ 645,951 = 34.77½¢ average price per tie for all divisions.

	Riggs—1911—Exhibit 1						Hansel—1912—Exhibit 15						Riggs—1913—Exhibit 1-A						1911		1912		1913	
	Page in Exhibit 1	Miles	Miles deducted for Bridges	Not Miles	No. Per Mile	Number	Miles	Miles deducted for Bridges	Not Miles	No. Per Mile	Number	Miles	Miles deducted for Bridges	Not Miles	No. Per Mile	Number	Allocation	C.R. %	P.V.	C.R. %	P.V.	C.R. %	P.V.	
EAST OF MARQUETTE	Main Line																							
	1st main track																							
	S. Sta. Marie to Marquette	144	152.34	1.15	151.16	3,000	453,480	190.88	1.26	195.62	2,960	579,040	152.94	0.99	1.58	140.47	3,000	448,410 P. & P.	157,096.00	94,612	231,616.55	127,368	179,364.90	177,618
	Joint 1st main track																							
	S. Sta. Marie to Marquette	144	0.83		0.83	3,000	2,400						0.83		0.10	0.73	3,000	2,190 P. & P.	866.60	520			870.00	520
S. Sta. Marie to Marquette	Joint 2nd main track																							
	1st main track	144	0.74		0.74	3,000	2,220						0.74		0.14	0.60	3,000	1,900 P. & P.	772.00	463			720.00	463
	St. Ignace to Soo Junction	144	42.97	0.14	42.83	3,000	128,490						42.97	0.12	0.97	41.88	3,000	125,640 P. & P.	44,679.00	26,907			30,256.00	30,154
Total Main Line		196.88	1.32	195.56		586,680	196.88	1.26	195.62		579,040	196.88	1.11	3.09	192.68		578,040	204,003	122,402	231,616	127,368	231,216	193,730	
Branches																								
S. Sta. Marie to Marquette	144	15.40		15.40	2,700	41,580	23.93	0.70	23.16	2,700	63,170	22.83		0.32	22.51	2,700	60,777 P.	14,458.00	8,678	25,368.58	13,807	34,811.00	14,200	



[illegible]

## T1E9—Continued

### COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

	Riggs—1911—Exhibit 1				Hansel—1912—Exhibit 15				Riggs—1913—Exhibit 1-A				1911		1912		1913	
	Page in Exhibit 1	Miles	Miles deducted for Bridges	No. Per Mile	Number	Miles	Miles deducted for Bridges	Net Miles	No. Per Mile	Number	Allocation	C.R. %	P.V.	C.R. %	P.V.	C.R. %	P.V.	
NORTONIA TO STATE LINE Main Line																		
Let main track	146	101.47 1.58	99.89	3,000	299,670	103.70 1.56	102.14	2,060	302,330	101.47 1.14 1.88	98.45 3,000	295,350 F & P	104,203 60	62,522 130,932 55	60,513 118,140 60	70,884		
Nortonia to State Line Bessemer Branch	146	2.23	2.23	3,000	6,690					Included under			2,326 60	1,305				
Total Main Line		103.70 1.58	102.12		306,360	103.70 1.56	102.14		302,330	101.47 1.14 1.88	98.45	295,350	106,529	63,917 120,932	60,513 118,140	70,884		
Branches																		
Nortonia to State Line	146	105.6 0	105.6	2,700	28,512	19.23 0.00	19.23	2,730	52,500	21.46 0.16 0.39	20.91 2,700	56,457 F.	9,914 60	5,949 21,000 55	11,550 22,583 60	13,550		
Total Branches		105.6	105.6		28,512	19.23 0.00	19.23		52,500	21.46 0.16 0.39	20.91	56,457	9,914	5,949	11,550	13,550		
Total Main Line		103.70 1.58	102.12		306,360	103.70 1.56	102.14		302,330	101.47 1.14 1.88	98.45	295,350	106,529	63,917 120,932	60,513 118,140	70,884		
Total Nortonia to State Line		114.26 1.58	112.68		334,872	122.93 1.56	121.37		354,830	122.93 1.30 2.27	119.36	351,807	116,443	69,866 141,932	78,063 140,723	84,434		
										RECAPITULATION								
East of Marquette		216.77 1.32	215.45		640,383	220.81 2.05	218.76		642,210	224.15 1.11 3.53	219.51	650,481	222,677	133,606 256,884	141,286 260,193	154,116		
Marquette to Houghton		150.67 1.01	149.66		441,654	150.31 0.90	149.41		436,720	150.03 0.90 4.95	144.18	425,733	153,573	92,144 174,688	96,079 170,293	102,175		
Nortonia to State Line		114.26 1.58	112.68		334,872	122.93 1.56	121.37		354,830	122.93 1.30 2.27	119.36	351,807	116,443	69,866 141,932	78,063 140,723	84,434		
Total in Michigan		481.70 3.91	477.79		1416,906	494.05 4.51	489.54		1433,760	497.11 3.31 10.75	483.05	1429,021	482,683	295,616 573,504	315,428 571,206	342,725		
Deducted by Mr. Riggs in Exhibit 50													26,293	15,776			342,725	
													406,400	279,849 573,504	315,428 571,206		342,725	

TOTAL IN MICHIGAN		Miles	Deduction for Branches	Deduction for Turnouts	Net Miles	Number	C. R.	P. V.
Riggs, 1911		481.70	3.91		477.79	1,416,909	\$466,400	\$279,840
Hansel, 1912		494.05	4.51		489.54	1,433,760	573,504	315,428
Riggs, 1913		497.11	3.31	10.75	483.05	1,428,021	571,209	342,725

## COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

Riggs—1911—Exhibit 1				Hansel—1912—Exhibit 15				Riggs—1913—Exhibit 1-A				1911				1912				1913			
	Rail Wt.	Miles	Gross Tons	Rail Wt.	Gross Tons	Rail Wt.	Gross Tons	Allo- cated	C.R.	%	P.V.	Per Gross Ton	C.R.	%	P.V.	Per Gross Ton	C.R.	%	P.V.	Per Gross Ton			
This schedule, in all exhib- its, does not include rail in side tracks									\$		\$	\$	\$	\$		\$	\$			\$	\$		
	Note: The weights given correspond to the weights of the rails new. The reduc- tion in weight due to wear, etc., is considered in de- termining the price per ton.																						
The unit cost of reproduc- tion in the 1911 and 1913 appraisals, is \$31.05 per gross tons.																							
EAST OF MARQUETTE:																							
Main Line																							
S. Ste. Marie to Marquette Joint	80	0.11	13,829						429	90	400	30.30	107,020	95	29.53	104,300	31.05	137,947	95	30.00	133,282		
S. Ste. Marie to Marquette	80	27.10	3,406,856	80 New	3,532	80	35.34	4,442.74 F & P	105,783	90	98,611	30.30											
S. Ste. Marie to Marquette	72	1.50	169,714	72 New	170	72	1.50	169.71 F & P	5,270	60	3,841	30.30	5,151	65	25.06	4,260	31.05	5,269	65	23.68	4,019		
S. Ste. Marie to Marquette	70	35.20	3,872,000	70 New	7,706	70	34.76	3,823.60 F & P	120,226	60	87,624	30.30	233,492	65	25.06	193,112	31.05	118,723	65	23.68	90,543		
S. Ste. Marie to Marquette Joint	60	0.72	67,887						2,108	60	1,536	30.30	239,097	50	24.36	192,222	31.05	2,430	60	22.63	1,771		
S. Ste. Marie to Marquette	60	88.54	8,348,057	60 New	7,891	60	80.74	7,612.63 F & P	259,206	60	188,916	30.30						236,372	60	22.63	272,274		
S. Ste. Marie to Marquette Joint 2nd track	60	0.74	69,771						2,167	60	1,579	31.05	25,378	20	17.25	22,149	31.05	2,166	60	22.63	1,570		
St. Ignace to Soo Junction	70	34.87	3,835,700	Relaying	1,226	70	34.87	3,835.70 F & P	119,099	90	111,024	20.70						119,098	90	28.94	111,005		

St. Ignace to Soo Junction	60	7.00	710.5714	56 New	44	60	7.00	710.5714 F. & P.	60	19.223	30.30	1,333.33 1/4	20.70	31.05	22,246	50	30.52	10,205
St. Ignace to Soo Junction	56	0.50	44.0000			56	0.50	44.0000 F. & P.	50	1,366				31.05	1,366	50	30.52	10,205
Total Main Line.....			196.8820,544.3863					196.8820,792.98		513,667		611,471		516,954	645,620			534,609
BRANCHES																		
S. Ste. Marie to Marquette	60	1.14	107.4857															
S. Ste. Marie to Marquette	56	14.26	1,254.8800					F.		2,206	20.70	24,219	20	31.05	62,381	50	20.52	41,226
S. Ste. Marie to Marquette				56 Relaying	1,170	56	22.83	2,009.04		25,756								
Joint	56	0.43	37.8400					F.		777								
St. Ignace to Soo Junction	56	0.43	37.8400					F.		777								
St. Ignace to Soo Junction	60	1.50	141.4284					F.		2,093	20.70	20,741	20	31.05	4,391	50	20.52	2,902
St. Ignace to Soo Junction	56	2.56	225.2800					F.		4,634								
Total Branches.....			19.89		2,172			27.27	2,409.19	36,266		44,900		37,408	74,805			49,436
Total Main Line.....			196.8820,544.3863					196.8820,792.98		513,667		611,471		516,954	645,620			534,609
Total East of Marquette			216.7722,311.3006					224.1523,202.17		549,933		656,431		554,422	720,425			584,045
MARQUETTE TO HOUGHTON																		
Main Line																		
Marquette to Houghton																		
1st Main Track																		
Marquette to Nestoria	80	2.95	370.8572															
Marquette to Nestoria	72	7.00	792.0000															
Marquette to Nestoria				80 New	2,934	80	5.96	749.26 F. & P.		11,515	30.30	88,900	95	31.05	23,265	95	30.00	22,478
Marquette to Nestoria				72 New	792	72	6.98	788.74 F. & P.		19,590	30.30	23,998	65	31.05	24,521	70	24.74	19,538
Marquette to Nestoria				72 Relaying	45					778	20.70	932	20					
Marquette to Nestoria	70	34.35	3,778.5000							93,461	30.30	118,322	65	31.05	109,501	70	24.74	87,248
Marquette to Nestoria	60	2.60	245.1428							7,612	30.30	80,840	50	31.05	5,563	70	24.74	4,432
Marquette to Winthrop Jc.	60	13.10	1,235.1428							38,351	30.30	80,840	50	31.05	18,737	70	24.74	14,929
Marquette to Winthrop Jc.				70 New	3,905	70	32.06	3,526.60 F. & P.		6,063								
Marquette to Winthrop Jc.				60 New	2,668	60	6.40	603.43 F. & P.		30,551								
Marquette to Winthrop Jc.				70		70	2.10	231.00 F. & P.										
Marquette to Winthrop Jc.				60		60	4.90	433.71 Ore										
Eagle Mills to Winthrop Jc.																		
Junction, (South line)	56	4.23	372.2400															
Humboldt to Republic	60	6.00	565.7142							8,424	30.30	19,119.33 1/4	20.70	31.05	11,558	60	22.63	8,424
Humboldt to Republic	56	2.70	237.6000							11,611								
Nestoria to Houghton	56	2.70	237.6000							4,877								
Nestoria to Houghton	80	3.98	560.3428							15,536	100							
Nestoria to Houghton	70	3.10	341.0000							10,588	90							
Nestoria to Houghton	60	40.86	3,852.5142							9,870	20.70	4,740	20	31.05	3,900	90	28.94	9,232
Nestoria to Houghton	56	0.30	26.4000							119,621	20.70	43,718	20	31.05	86,334	70	24.74	68,789
Nestoria to Houghton				60 Relaying	2,112	56	0.30	26.40 F. & P.		820								
Nestoria to Houghton										542								

## COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

RAILS—Continued

Riggs—1911—Exhibit 1				Riggs—1912—Exhibit 15				Riggs—1913—Exhibit 1-A				1911				1912				1913			
Rail Wt.	Miles	Gross Tons		Rail Wt.	Miles	Gross Tons		Rail Wt.	Miles	Gross Tons	Allocated	C.R.	%	P.V.	Per Gross Ton	C.R.	%	P.V.	Per Gross Ton	C.R.	%	Per Gross Ton	P.V.
												\$			\$				\$				\$
Second main track	80	3.75	471.4289	80	3.75	471.43	F & P	80	3.75	471.43	F & P	14,038	100	14,038	31.05	14,038	95	14,038	31.05	14,038	95	30.00	14,143
Marquette to Nestoria	60	1.33	125.4000	60	1.33	125.40	F & P	60	1.33	125.40	F & P	3,894	100	3,894	31.05	3,894	70	3,894	31.05	3,894	70	24.74	3,102
Second main track												400,989			380,599								343,517
Marquette to Nestoria												1,815	50	1,200	20.70	15,380	20	12,187	31.05	12,187	50	20.52	8,054
Marquette to Nestoria												12,733	50	8,417	20.70	29,477	20	24,564	31.05	19,702	50	20.52	13,021
Marquette to Nestoria												17,887	50	11,824	20.70	29,477	20	24,564	31.05	25,466	50	20.52	16,830
Marquette to Nestoria												25,794	50	17,052	20.70	29,477	20	24,564	31.05	5,192	50	20.52	3,431
Marquette to Houghton												5,465	50	3,613	20.70	29,477	20	24,564	31.05	1,612	50	20.52	1,065
Marquette to Nestoria												2,108	50	1,393	20.70	29,477	20	24,564	31.05	2,131	50	20.52	1,408
Joint												2,377	50	1,571	20.70	29,477	20	24,564	31.05	66,290			43,909
Marquette to Nestoria												68,179		45,070	319,825				37,381				343,517
Joint												400,989		325,864	319,825				319,825				343,517
Total Branches												469,108		370,934	357,206				357,206				387,326
Total Main Line												23,78		45,070	319,825				37,381				43,909
Total Marquette to Houghton												15,483		370,934	357,206				357,206				387,326
NESTORIA TO STATE LINE:				NESTORIA TO STATE LINE:				NESTORIA TO STATE LINE:				NESTORIA TO STATE LINE:				NESTORIA TO STATE LINE:				NESTORIA TO STATE LINE:			
Main Line	80	5.18	651.2000	80	5.18	651.20	F & P	80	5.18	651.20	F & P	20,220	90	18,849	30.30	25,907	95	25,248	31.05	28,543	95	30.00	25,646
Nestoria to State Line	70	3.14	345.4000	70	3.14	345.40	F & P	70	3.14	345.40	F & P	10,725	90	9,271	30.30	9,999	65	8,270	31.05	10,246	80	20.54	8,857
Nestoria to State Line	60	93.15	8,782.7144	60	93.15	8,782.71	F & P	60	93.15	8,782.71	F & P	272,704	50	180,263	30.30	261,456	33 1/2	178,620	31.05	268,370	50	30.52	177,558
Nestoria to State Line												20			20.70	414	20	17,25	343				



Branch	56	2,23	100,240	50	10,028	56	2,23	100,24	F.	6,093	50	4,028	30,30	8,878,33	20,70	4,016	31,05	6,093	50	30,30	4,016
Total Main Line.....	103.70	9,975.5544		10,028	103.70	10,024.27				309,742		212,413		303,657		216,409		311,252			215,888
Branches																					
Nestoria to State Line	56	10.56	929.2800	832	56	19.23	1,692.24	F.	28,855	50	19.073	20.70	20.70	17,222	20	17.25	31.05	52,544	50	20.52	34,725
				916									20.70	18,961	20	17.25	15,801				
Total Branches.....	10.56	929.2800		1,748	19.23	1,692.24			28,855		19.073			36,183				52,544			34,725
Total Main Line	103.70	9,975.5544		10,028	103.70	10,024.27			309,742		212,413			303,657				311,252			215,888
Total Nestoria to State line	114.26	10,904.8344		11,776	122.93	11,716.51			338,597		231,486			339,840				363,796			250,613
East of Marquette	216.77	22,311.3006		22,741	224.15	23,202.17			692,768		549,933			656,431				720,425			594,045
Marquette to Houghton.....	150.67	15,110.0711		15,483	150.03	15,500.95			469,168		370,934			425,426				481,305			387,326
Nestoria to State Line.....	114.26	10,904.8344		11,776	122.93	11,716.51			338,597		231,486			339,840				363,796			250,613
Total in Michigan.....	481.70	48,326.2061		50,000	497.11	50,419.63			1,500,533		1,152,353			1,421,697				1,565,526			1,221,984

TOTALS BY DIVISIONS



# RECAPITULATION

SCHEDULE No. 7

Weight Yard. Line	Riggs—1911		Hanse—1912		Riggs—1913		1911			1912			1913		
	Gross Tons	Total	Gross Tons	Total	Gross Tons	Total	C. R.	P. V.	Total C. R.	Total P. V.	C. R.	P. V.	Total C. R.	P. V.	Total P. V.
<b>MAIN LINE</b>															
East of Marquette	3,420.6864		3,532				106,212	90,011			107,020	104,300			
Marquette to Houghton	1,342.6286		2,934		4,442.74		41,089	41,089			88,900	86,641	137,947	133,282	
Nestoria to State Line	651.2000	5,414.5150	835	7,321	3,175.55	8,473.13	20,220	18,849	108,121	159,549	25,907	25,248	98,601	95,267	254,100
East of Marquette	169.7142		170		854.96		5,270	3,841			5,151	4,260	26,543	25,646	
Marquette to Houghton	792.0000		837		169.71		24,592	19,590			24,930	20,624	5,369	4,019	
Nestoria to State Line		961.7142	1,007		789.74	959.45			29,862	23,431			24,321	19,538	23,500
(None)															
East of Marquette	7,707.7000		7,706				239,325	198,648			233,492	193,112			
Marquette to Houghton	4,119.5000		4,134		7,659.30		127,910	103,331			123,062	101,809	237,821	201,548	
Nestoria to State Line	345.4000	12,172.6000	330	12,170	4,076.60	12,065.90	10,725	9,271	377,960	311,254	9,999	8,270	126,579	102,195	312,000
East of Marquette	9,202.2857		9,117				285,731	211,264			264,475	214,371			
Marquette to Houghton	6,023.9140		4,780		8,477.23		187,043	147,411			124,558	97,689	263,217	194,857	
Nestoria to State Line	8,792.7142	24,008.9141	8,049	22,546	4,687.88	8,643.1721	272,704	180,205	745,478	538,940	261,873	178,965	145,559	112,675	484,800
East of Marquette	44.0000		44				1,366	903			1,333	911			
Marquette to Houghton	631		631		44.00		19,755	13,843			19,119	13,062	1,366	903	
Nestoria to State Line	196.2400	876.4800	194	868	636.24	876.48	6,093	4,028	27,214	18,774	5,878	4,016	19,755	13,842	
Total Main Line		43,434.2233		43,913	196.24	44,183.26			1,348,635	1,051,944			6,093	4,027	18,774
<b>BRANCHES</b>															
East of Marquette	248.9143		1,002				7,728	5,109			20,741	17,285			
Marquette to Houghton	702.4285		743		141.43		21,810	14,417			15,386	12,817	4,391	2,902	
Nestoria to State Line		951.3428	832	2,577	634.54	775.97			29,538	19,526	17,222	14,352	19,702	13,021	24,093
East of Marquette	1,518.0000		1,170				47,136	31,157			24,219	20,183	70,414	46,534	15,900

Marquette to Houghton	56	1,403,3000	1,424	1,500.40	40,369	30,053	122,390	80,883	29,477	24,504	72,657	60,548	46,588	30,788	169,546	113,047
Nestora to State Line	56	929,2800	916	3,510	28,855	19,073	151,898	100,409	18,961	15,901	126,000	105,002	52,544	34,725	193,639	127,970
Total Branches		3,940,6400		6,087			1,348,635	1,051,944			1,395,697	1,053,278			1,371,887	1,094,014
Total Main Line		4,891,9828	43,913				1,500,533	1,182,353			1,421,697	1,158,280			1,565,526	1,221,984
Total in Michigan		43,434,2233		50,000												
Added by Mr. Riggs in Exhibit 50		48,326,2061														
Transferred from terminals																
Total							27	25							1,505,526	1,221,984

**Schedule No. 8**  
**TRACK FASTENINGS**

### COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

	Riggs—1911—Exhibit			Hansel—1912—Exhibit 15			Riggs—1913—Exhibit 1-A					1911		1912		1913	
	Exhibit in Schedule	Miles	Quantity	Unit Price	Miles	Quantity	Unit Price	Miles	Quantity	Alloc.	Unit Price	C.R. %	P.V.	C.R. %	P.V.	C.R. %	P.V.
Note: This schedule in all exhibits, does	not	include	track fastenings for side tracks.	\$			\$				\$	\$	\$	\$	\$	\$	\$
<b>EAST OF MARQUETTE:</b>																	
Main Line																	
Angle Bars																	
1st main line																	
S. S. Marie to Marquette	151	128.84	1,000.3180 tons	34.00				152.34	945.91 tons	F. & P.	34.00	34,316.60	25,457			32,161.75	26,485
Joint 1st main track								.83	4.37	F. & P.	34.00	122.00	88			149.60	107
S. S. Marie to Marquette	151	0.72	3.6000	34.00				.74	3.90	F. & P.	34.00	126.00	90			133.00	95
Joint 2nd main track																	
S. S. Marie to Marquette	151	0.74	3.7000	34.00				42.97	403.38	F. & P.	34.00	18,046	16,658			13,715.90	12,747
1st main track																	
St Ignace to Soo Junction	152	42.97	530.7722	34.00													
Total main line angle bars east of Marquette	173.27	1,547.3902 tons			1,386 tons		34.00	196.88	1,357.56 tons	F. & P.		52,610	42,293	47,124.85	40,055	46,158	39,434
<b>Continuous Joints</b>																	
1st main line																	
Sault Ste. Marie to Marquette	151	23.50	8,352	1.80					7,987.	fts.	F. & P.	1.80	15,033.90	13,750		14,377.96	13,766
Joint 1st main line																	
Sault Ste. Marie to Marquette	151	.11	39.	1.80								70.90	64				
Total main line continuous joints east of Marquette	23.61	8,391	fts.		12,416		1.70		7,987			15,103	13,820	21,107.85	17,941	14,377	13,766

## Bolts

1st main line	151	152.34	124.7631 tons	52.00	196.88	141.9 tons	48.00	152.34	113.57 tons	F. & P.	52.00	6,486	4,381	5,906.75	4,430
Sault Ste. Marie to Marquette								.83	.44	F. & P.	52.00	26	17	23.60	14.
Joint 1st main line	151	.83	0.5054	52.00				.74	.38	F. & P.	52.00	22	13	20.60	12
Sault Ste. Marie to Marquette								42.97	45.39	F. & P.	52.00	2,665	2,370	2,300.90	2,124
Joint 2nd main line	151	.74	0.4218	52.00				196.88	159.78 tons	F. & P.		9,201	6,781	8,309	6,580
Sault Ste. Marie to Marquette															
1st main line	152	42.97	51.2418	52.00											
St. Ignace to Soo Junction															
Total bolts main line east of Marquette.....		196.88	170.9321 tons		196.88	141.9 tons	48.00								

## Nut Locks

1st main line	157	152.34	255.931	5.20				152.34	245.115 M	F. & P.	5.20	1,331.50	665	1,275.75	956
Sault Ste. Marie to Marquette								.83	1.213	F. & P.	5.20	7.50	3	6.60	4
Joint main line	157	.83	1.395	5.20				.74	1.061	F. & P.	5.20	6.50	3	6.60	4
Sault Ste. Marie to Marquette								42.97	79.328	F. & P.	5.20	375.50	188	413.90	372
Joint 2nd main line	157	.74	1.243	5.20											
Sault Ste. Marie to Marquette															
1st main line	157	42.97	72.190	5.20											
St. Ignace to Soo Junction															
Total nut locks, main line east of Marquette.....		196.88	330.759		196.88	263.700	5.20 per M	196.88	326.737 M	F. & P.		1,719	859	1,371.75	1,028
														1,700	1,336

## Rail Braces

1st main line	157	152.34	1,241.	0.115				152.34	1,500.	F. & P.	0.115	143.95	136	172.95	163
Sault Ste. Marie to Marquette								.83	200.	F. & P.	0.115	1	1	239.5	22
Joint main line	157	.83	7.	0.115				.74	200.	F. & P.	0.115	1	1	23.95	22
Sault Ste. Marie to Marquette								42.97	1,000.	F. & P.	0.115	40.95	38	115.95	109
Joint 2nd main line	157	.74	5.	0.115											
Sault Ste. Marie to Marquette															
1st main line	157	42.97	350.	0.115											
St. Ignace to Soo Junction															
Total rail braces, main line east of Marquette.....		196.88	1,603.		196.88	1,760	0.115	196.88	2,900.	F. & P.		185	170	202.75	152
														333	316

## COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

## TRACK FASTENINGS—Continued

Riggs—1911—Exhibit 1				Hamel—1912—Exhibit 15				Riggs—1913—Exhibit 1-A				1911		1912		1913	
Exhibit 1	Miles	Quantity	Unit Price	Miles	Quantity	Unit Price	Miles	Quantity	Unit Price	Alloc.	C.R.	%	P.V.	C.R.	%	P.V.	
Spikes			\$			\$			\$	\$	\$	\$	\$	\$	\$	\$	
1st main line																	
Sault Ste. Marie to Marquette	157 152.34	9,740.6 cwt.	2.10				152.34	9,740.76 cwt.	2.10 F. & P.		20,474.75	15,335			20,474.65	13,308	
Joint main line																	
Sault Ste. Marie to Marquette	157 .83	53.12	2.10				.83	53.12	2.10 F. & P.		112.75	84			112.65	73	
Joint 2nd main line																	
Sault Ste. Marie to Marquette	157 .74	47.36	2.10				.74	47.36	2.10 F. & P.		99.75	74			99.65	64	
1st main line																	
St. Ignace to Soo Junction	157 42.97	2,750.08	2.10				42.97	2,750.08	2.10 F. & P.		5,775.75	4,331			5,775.65	3,754	
Total spikes, main line east of Marquette.....	196.88	12,600.32 cwt.		196.88	12,461 cwt.	1.90	196.88	12,600.32 cwt.	F. & P.		26,460	19,844	23,676.75	17,757	26,460	17,199	
Branches																	
Angle Bars																	
Branches, S. S. Marie to Marquette	151 15.40	77,000 tons	34.00				22.83	109.36 tons	34.00 F.		2,618.50	1,694			3,718.50	2,406	
Joint branches																	
Sault Ste. Marie to Marquette	152 .43	2,150	34.00				0.43	2.06	34.00 F.		73.50	48			70.50	45	
Branches, St. Ignace to Soo Junction	153 4.06	20,300	34.00				4.01	19.92	34.00 F.		690.50	447			677.50	438	
Total Angle Bars, Branches east of Marquette.....	19.89	99,450 tons		23.93	133.85 tons	34.00	27.27	131.34 tons	F.		3,381	2,189	4,551.75	3,413	4,465	2,889	
Bolts																	
Branches, S. S. Marie to Marquette	151 15.40	8,7780 tons	52.00				22.83	11.87 tons	52.00 F.		457.50	228			617.50	308	
Joint branches																	
Sault Ste. Marie to Marquette	152 .43	0.2451	52.00				0.43	0.23	52.00 F.		13.50	6			12.50	6	
Branches, St. Ignace to Soo Junction	152 4.06	2,3140	52.00				4.01	2.08	52.00 F.		120.50	60			108.50	54	

Total Boils, Branches East of Marquette.....	10.80	11.3371 tons	23.93	13.83	48.00	27.27	14.18 tons	F.	590	294	664.75	498	737	308
<b>Branches</b>														
<b>Nut Locks</b>														
Branches, S. S. Marie to Marquette	157	15.40	4.380	M	5.20	22.83	33.355	M	5.20	F.	23.50	11	173.50	86
Joint Branches														
Sault Ste. Marie to Marquette	157	.43	.123		5.20	.43	0.628		5.20	F.	1	1	3.50	2
Branches, St. Ignace to Soo Junction	157	4.06	1.156		5.20	4.01	5.859		5.20	F.	6.50	3	30.50	15
<b>Total Nut Locks, Branches East of Marquette.....</b>														
	19.89	5.669	23.93	7,500.	5.20	27.27	39.842		30	15	39.75	29	206	103
<b>Rail Braces</b>														
Branches, S. S. Marie to Marquette	157	15.40	126.		0.115	22.83	500.		14.95	13			58.95	55
Joint branches														
Sault Ste. Marie to Marquette	157	.43	4.		0.115	.43	100.		1	1			12.95	11
Branches, St. Ignace to Soo Junction	157	4.06	33.		0.115	4.01	400.		4	4			46.95	44
<b>Total Rail Braces, Branches East of Marquette.....</b>														
	19.89	163.	220.		0.115	27.27	1,000.		19	18	25.75	19	116	110
<b>Spikes</b>														
Branches, S. S. Marie to Marquette	157	15.40	893.20	cwt.	2.10	22.83	1,324.14	cwt.	2.10	F.	1,876.75	1,407	2,781.65	1,808
Joint branches														
Sault Ste. Marie to Marquette	157	.43	24.94		2.10	.43	24.94		52.75	39			52.65	34
Branches, St. Ignace to Soo Junction	157	4.06	235.48		2.10	4.01	232.58		495.75	371			488.65	317
<b>Total Spikes, Branches East of Marquette.....</b>														
	19.89	1,153.62	23.93	1,305. cwt.	1.90	27.27	1,581.66	cwt.	2,423	1,817	2,651.75	1,988	3,321	2,159
<b>MARQUETTE TO HOUGHTON:</b>														
<b>Main Line</b>														
Angle Bars														
1st Main Line, Marquette to Nestoria, north Line	153	46.90	635.8600	tons	34.00	46.90	542.69	tons	34.00	F & P.	21,619	17,339	18,451.75	15,195
1st main line, Marquette to Eagle Mills, south Line														
1st main line, Eagle Mills to Winthrop Jct., south line	153	17.33	86.6500		34.00	8.50	59.58		34.00	F & P.	2,946	2,271	2,026.70	1,597
2nd main line, Marquette to Nestoria	153	5.08	59.3750		34.00	8.83	44.50		34.00	O.			1,513.60	1,060
						5.08	51.49		2,019	2,019			1,751.90	1,627

## COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

## TRACK FASTENINGS—Continued

	Riggs—1911—Exhibit 1			Hansel—1912—Exhibit 15			Riggs—1913—Exhibit 1-A			1911		1912		1913	
	Miles	Quantity	Unit Price	Miles	Quantity	Unit Price	Miles	Quantity	Unit Price	C.R. %	P.V.	C.R. %	P.V.	C.R. %	P.V.
1st main line, Nestoria to Houghton	153	306.1680	34.00	48.24		\$	48.24	314.32	34.00 F & P.	10.410	8,810			10,687.80	9,178
1st main line, Humboldt to Republic (Republic Branch)	153	43.5000	34.00	8.70			8.70	44.55	34.00 F & P.	1,479	957			1,515.50	980
Total Angle Bars, Marquette to Houghton, main line	126.25	1,131.5530		126.25	1,147.8	34.00	126.25	1,057.13 tons		38,473	31,396	39,025.85	33,171	35,943	29,663
Bolts															
1st main line, Marquette to Nestoria, north line	153	60.8440 tons	52.00	46.90			46.90	55.77 tons	52.00 F & P.	3,165	2,278			2,900.75	2,175
1st main line, Marquette to Eagle Mills, south line	153	9.8781	52.00	17.33			8.50	8.01	52.00 F & P.	513	347			417.70	262
1st main line, Eagle Mills to Winthrop Junction, south line	153	5.7831	52.00	5.08			8.83	7.42	52.00 O.					386.60	232
2nd main line, Marquette to Nestoria	153	32.9484	52.00	48.24			5.08	5.81	52.00 F & P.	300	300			302.90	272
1st main line, Nestoria to Houghton	153	4.9590	52.00	8.70			48.24	45.47	52.00 F & P.	1,713	1,323			2,364.80	1,891
1st main line, Humboldt to Republic (Republic branch)	153						8.70	7.15	52.00 F & P.	258	128			372.50	186
Total Bolts, Marquette to Houghton, Main Line	126.25	114.4126 tons		126.25	97.4 tons		126.25	129.63 tons		5,949	4,376	4,675.85	3,974	6,741	5,048
Nut Locks															
1st main line, Marquette to Nestoria, north line				46.90			46.90	9.801 M	5.20 F & P.					510.75	383
1st main line, Marquette to Eagle Mills, south line				8.50			8.50	13.931	8.30 F & P.					73.70	61



1st main line, Eagle Mills to Winthrop Junction, South line	157	5.08	8,412 M	5.20	8.53	12,901	5.20	O.	44 50	22	67 00	46
2nd main line, Marquette to Nestoria					5.08	9,468	5.20	F & P.			49 90	44
1st main line, Marquette to Houghton					48.24	73,365	5.20	F & P.			381 80	305
1st main line, Nestoria to Houghton					8.70	12,711	5.20	F & P.	1,043 50	522	66 50	33
Total Nut Locks, Marquette to Houghton, Main Line.....		126.25	200,658	5.20	5.20 126.25 per M	220,407			1,087	544	1,146	855
Rail Braces												
1st main line, Marquette to Nestoria, north line					46.90	2,500.	0.115	F & P.			288 05	274
1st main line, Marquette to Eagle Mills, south line					8.50	4,000.	0.115	F & P.			460 05	437
1st main line, Eagle Mills to Winthrop Junction, south line					8.83	1,500.	0.115	O.			172 05	163
2nd main line, Marquette to Nestoria	157	5.08	620.	0.115	5.08 48.24 8.70	200. 3,000. 1,000.	0.115	F & P. F & P. F & P.	71 95	67	23 95 345 95 115 95	22 328 109
1st main line, Nestoria to Houghton									1,700 95	1,615		
1st main line, Humboldt to Republic (Republic branch)												
1st main line, Marquette to Houghton	157	121.17	14,783.	0.115					1,771	1,682	1,403	1,333
Total Rail Braces, Marquette to Houghton, Main Line.....		126.25	15,403.		0.115 126.25	12,200.						
Spikes												
1st main line, Marquette to Nestoria, north line					46.90	3,001.60 cwt.	2.10	F & P.			6,303 05	4,007
1st main line, Marquette to Eagle Mills, south line					8.50	544.00	2.10	F & P.			1,142 05	742
1st main line, Eagle Mills to Winthrop Junction, south line					8.83	585.12	2.10	O.			1,187 65	772
2nd main line, Marquette to Nestoria	157	5.08	325.12 cwt.	2.10	5.08	325.12	2.10	F & P.	683 75	512	683 65	444

### COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

## TRACK FASTENINGS—Continued

	Riggs—1911—Exhibit 1	Hansel—1912— Exhibit 15	Riggs—1913—Exhibit 1-A	1911	1912	1913
	Miles	Quantity	Unit Price	Miles	Quantity	Unit Price
Page in Exhibit 1						
1st main line, Nestoria to Houghton 1st main line, Humboldt to Republic (Republic branch) 1st main line, Marquette to Houghton	157 121.17	7,754.88	\$ 2.10			
Total spikes, Marquette to Houghton, Main Line.....	126.25	8,080.00 cwt.	1.90	126.25	8,243. cwt.	1.90
Branches						
Angle Bars						
Branches, Marquette to Houghton	154 22.83	114,150 tons	34.00			
Joint branches, Marquette to Houghton	155 1.59	7,9500	34.00			
Branches, Marquette to Nestoria						
Ore Branches, Marquette to Nestoria						
Branches, Nestoria to Houghton						
Total Angle Bars, Branches, Marquette to Houghton.....	24.42	122,100 tons	34.00	24.06	132.6 tons	34.00
Bolts						
Branches, Marquette to Houghton	154 22.83	13,031 tons	52.00			
Joint branches, Marquette to Houghton	155 1.59	.9063	52.00			
Branches, Marquette to Nestoria						
Ore Branches, Marquette to Nestoria						

Branches, Nestoria to Houghton	24.42	13.9194 tons	24.06	13.89 tons	48.00	1.00	0.99	52.00	F.	724	362	667 65	434	51,150	321
Total Bolts, Branches, Marquette to Houghton						23.78	12.37							643	
Nut Locks	157	22.83	9.350 M	5.20											
Branches, Marquette to Houghton															
Joint branches, Marquette to Houghton	157	1.59	.652	5.20		1.37	2.002 M	5.20	O.	49 50	24			10 50	5
Branches, Marquette to Nestoria						4.46	6.516	5.20	F.	3 50	2			34 50	17
Ore Branches, Marquette to Nestoria						16.05	23.449	5.20	O.					122 50	61
Branches, Nestoria to Houghton						1.90	2.772	5.20	F.					14 50	7
Total Nut Locks, Branches, Marquette to Houghton	24.42	10.002 M	24.06	12,000.	5.20 per M	23.78	34.739			52	26	62 75	47	180	90
Rail Braces															
Branches, Marquette to Houghton	157	22.83	2,785.	0.115		1.37	1,000.	0.115	O.	320 95	304			115 95	109
Joint Branches, Marquette to Houghton	157	1.59	194.	0.115		4.46	500.	0.115	F.	22 95	20			58 95	55
Branches, Marquette to Nestoria						16.05	10,000.	0.115	O.					1,150 95	1,092
Ore Branches, Marquette to Nestoria						1.90	350.	0.115	F.					40 95	38
Branches, Nestoria to Houghton															
Total Rail Braces, Branches, Marquette to Houghton	24.42	2,979.	M	24.06	3,560. M	23.78	11,850			342	324	409 75	307	1,363	1,294
Spiles															
Branches, Marquette to Houghton	157	22.83	1,324.14 cwt.	2.10		1.37	79.46 cwt.	2.10	Ore	2,781 75	2,086			167 65	109
Joint Branches, Marquette to Houghton	157	1.59	92.21	2.10		4.46	258.68	2.10	F.	194 75	145			543 65	353
Branches, Marquette to Nestoria						16.05	930.90	2.10	O.					1,955 65	1,271
Ore Branches, Marquette to Nestoria						1.90	110.20	2.10	F.					231 65	150
Branches, Nestoria to Houghton															
Total Spiles, Branches, Marquette to Houghton	24.42	1,416.35 cwt.	24.06	1,455. cwt.	1.90	23.78	1,379.24 cwt.			2,975	2,231	2,765 75	2,074	2,896	1,883

## COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

## TRACK FASTENINGS—Continued

	Riggs—1911—Exhibit 1			Hamel—1912—Exhibit 15			Riggs—1913—Exhibit 1-A			1911		1912		1913		
	Exhibit 1	Miles	Quantity	Unit Price	Miles	Quantity	Unit Price	Miles	Quantity	Unit Price Alloc.	C.R.	%	P.V.	C.R.	%	P.V.
NESTORA TO STATE LINE																
Main Line																
Angle Bars																
1st Main Line																
1st main line																
Total, 1st Main Line, Angle Bars																
Bolts																
1st main line																
1st main line																
Total 1st Main Line																
Nut Locks																
1st main line																
1st main line																
Total 1st Main Line Nut Locks																
Rail Braces																
1st main line																
1st main line																
Total 1st Main Line Rail Braces																
Spikes																
1st main line																
1st main line																
Total 1st Main Line Spikes																

Branches  
Angle Bars  
Bolts  
Nut Locks  
Rail Braces  
Spikes

156	10.56	52,800 tons	34.00	19.23	107.7 tons	34.00	19.23	92.11 tons	34.00	F.	1,705	1,162	3,662.75	2,747	3,132.50	2,026
156	10.56	6,0192 tons	52.00	19.23	11.11	48.00	19.23	10.00	52.00	F.	313	156	533.75	400	520.50	260
158	10.56	6,605 M	4.75	19.23	12,700	5.20	19.23	28,095 M	5.20	F.	34.50	17	66.75	50	146.50	73
						per M										
158	10.56	875.	0.115	19.23	1,760.	0.115	19.23	2,000.	0.115	F.	101.95	96	202.75	152	230.95	218
158	10.56	612.48 cwt.	2.10	19.23	1,150 cwt	1.90	19.23	1,115.34 cwt.	2.10	F.	1,285.75	964	2,185.75	1,639	2,342.65	1,522

RECAPITULATION

	Quantity						1911		1912		1913	
	1911			1912			Main Line		Main Line		Main Line	
	Main Line	Branches		Main Line	Branches		C.R.	P.V.	C.R.	P.V.	C.R.	P.V.
ANGLE BARS							\$	\$	\$	\$	\$	\$
	tons	tons	tons	tons	tons	tons						
	1,547.3902	99.4500	1,386.0	133.85	131.34	52,610	42,293	3,381	2,189	47,124	40,055	4,551
	Marquette to Houghton	122.1000	1,147.8	132.60	115.48	38,473	31,396	4,151	2,085	39,025	33,171	4,508
	Nestoria to State Line	593.8792	52.8000	675.9	603.33	20,192	14,083	1,795	1,162	22,981	18,385	3,062
	Totals	274.3500		374.15	338.93	111,275	87,772	9,327	6,036	109,130	91,611	12,721
CONTINUOUS JOINTS:												
	tons	tons	tons	tons	tons	tons						
	3,272.8224	274.3500	3,209.7	374.15	338.93	111,275	87,772	9,327	6,036	109,130	91,611	12,721
	Angle Bars in Mich.	3,272.8224										
	Total Branch Line	274.3500										
	Total Angle Bars in Michigan	3,547.1724	tons	3,583.85	tons	12,060	93,808	12,185	100,701	114,137	91,248	11,523
BOLTS:												
	tons	tons	tons	tons	tons	tons						
	8,391. Jts.	11,337.1	141.9	13.83	14.18	15,103	13,820	590	294	6,811	5,789	664
	East of Marquette	176.9321	11.3371	13.83	14.18	9,201	6,781	724	362	4,675	3,974	434
	Marquette to Houghton	114.4126	13.9194	13.89	12.37	5,949	4,376	313	156	3,077	2,461	533
	Nestoria to State Line	63.5154	6.0192	11.11	10.00	3,407	1,914	1,627	812	14,563	12,224	1,864
Total Bolts in Mich.												
	tons	tons	tons	tons	tons	tons						
	356.8601	31.2757	303.4	38.83	36.55	18,557	13,071	1,627	812	14,563	12,224	1,864
	Total Main Line Bolts in Michigan	556.8601				18,557	13,071			14,563	12,224	
	Total Branch Line Bolts in Michigan	31.2757				1,627	812			1,864	1,332	
	Totals	388.1358	tons	342.23	tons	20,184	13,883			16,427	13,556	





## SUMMARY OF RECAPITULATION

## TRACK FASTENINGS

	QUANTITY			1911		1912		1913	
	1911	1912	1913	C.R.	P.V.	C.R.	P.V.	C.R.	P.V.
Total Angle Bars in Michigan.....	3,547.1724 tons	3,583.85 tons	3,356.95 tons	\$ 120,602	\$ 93,808	\$ 121,851	\$ 100,701	\$ 114,137	\$ 91,248
Total Continuous Joints in Michigan.....	8,391 joints	12,416 joints	7,987 joints	15,103	13,820	21,107	17,941	14,377	13,766
Total Bolts in Michigan.....	388.1358 tons	342.23 tons	416.47 tons	20,184	13,883	16,427	13,556	21,656	15,390
Total Nut Locks in Michigan.....	713.500 M	692.40 M	806.225 M	3,709	1,855	3,600	2,701	4,191	2,943
Total Rail Braces in Michigan.....	29,716	33,890.	50,950	3,417	3,245	3,885	2,915	5,800	5,565
Total Spikes in Michigan.....	30,409.57 cwt.	31,405.0 cwt.	31,341.0 cwt.	64,049	48,035	59,671	44,754	65,815	42,781
Total Track Fastenings in Michigan.....				227,064	174,646	226,541	182,568	226,036	171,693
Added by Mr. H. E. Riggs (Exhibit 50).....				9	9				
Total.....				227,073	174,655	226,541	182,568	226,036	171,693

In the 1911 Appraisal, Turnouts were classed as:

- a. Main Line—a turnout from a main track.
- b. Branches—a turnout from a main track to a branch line.
- c. Freight Siding—a turnout from any track to a freight side track.
- d. Passenger Siding—a turnout from any track to a passenger side track.
- e. Freight and Passenger Siding—A turnout from any track to a freight and passenger side track.

I. The elements that are included in the cost of a turnout in the 1911 and 1913 Appraisals are:

1. Headblock.
2. Switch Ties.
3. Frog.
4. Switch Point.
5. Switch Stand.
6. Connecting Rods.
7. Sliding Plates.
8. Rail Braces.
9. Guard Rails.
10. Switch Lamp.
11. Switch Lock.
12. Freight and Handling Material.
13. Laying and Surfacing Material.

In the 1912 and 1913 Appraisals:

- a. Main Track turnout is a turnout from a main track.
- A Branch Track Turnout is a turnout from a branch track.
- A Side Track Turnout is a turnout from a side track.

Side track turnouts are classed as:

- a. Freight and Passenger—a turnout used by Freight and Passenger traffic.
- b. Freight—a turnout used by Freight traffic.
- c. Passenger—a turnout used by Passenger traffic.

II.

In the 1912 Appraisal the distance in feet from the point of switch to the heel of the frog is multiplied by two and the cost of this length of track is computed. The cost of a turnout is computed as in the 1911 Appraisal and from it is subtracted the value of main track above determined. The result is the quantity used in the Frog and Switch Schedule of the Hansel Appraisal.

From explanations I and II above it is apparent that the Frog and Switch Schedule in the 1911 and 1913 Appraisals can not be compared with the 1912 Appraisal except as to the number of turnouts on each Division and the total number of turnouts on the road. The values in the two cases have entirely different meanings.

The value of the main track in all appraisals has been computed from the mileage, and this includes the cost of track through all turnouts; (a) The amount of rail is too large by the length of main track rail replaced by one rail of a frog. (b) The number of ties is too large by the number of cross ties replaced by switch ties in the turnouts. The Riggs appraisal makes no deduction from the rail schedule but does reduce the tie schedule, by the value of cross ties replaced by switch ties. The Hansel appraisal makes no reduction in either rail or tie schedules, instead it corrects for it in the Frog and Switch Schedule.

The value of side tracks is computed from the length of track measured from the point of switch and is therefore too large. (a) By the amount of rail replaced by the switch rails and one rail of the frog. (b) And by the number of cross ties replaced by the switch ties. The Riggs appraisal reduces the side track schedule by the value of cross ties replaced by switch ties. The Hansel appraisal corrects for this value in the Frog and Switch Schedule.

# COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

## FROGS, SWITCHES and CROSSINGS—Continued

1911	1912			1913			1911			1912			1913									
	Split Switch Spring Frog	Split Switch Rigid Frog	Stub Switch Rigid Frog	Unit Price	Total Turnouts	Main Track	Side Track	Total Turnouts	Split Switch Spring Frog	Split Switch Rigid Frog	Stub Switch Rigid Frog	Unit Price	Total Turnouts	C.R.	%	P.V.	Value New	Present Value		C.R.	%	P.V.
																		Each	Total			
LAST OF MARQUETTE ASSESSOR: Sault Ste. Marie to Marquette	Inc	lud	d in	Termi	nals	0	1	0	1	1	0	172.80	1	0	0	0	91	91.54	54	173.05	112	
Total Passenger	0	0	0		0	0	1	1	0	1	0											
Freight:																						
Sault Ste. Marie to Marquette (D., S. & A. owns 3.67-8.50 interest)*	3			192.20			97		19			172.80				140	91	8,227.54	5,238	3,283.05	2,134	
(D., S. & A. owns 3.67-8.50 interest)*		20		172.80					2			172.80				812				346.65	225	
(D., S. & A. owns 3.67-8.50 interest)*			27	135.35					50			172.80				858				8,040.55	4,752	
(D., S. & A. owns 3.67-8.50 interest)*			19	135.35				6				135.35				1,415				812.55	447	
(D., S. & A. owns 3.67-8.50 interest)*		23		172.80					50			172.80				2,186				8,040.55	4,752	
St. Ignace to Soo Junction	61			192.20												12,151.55						
	32			192.20					5			172.80				3,506				864.65	562	
		33		172.80					27			172.80				3,136				4,666.55	2,566	
			13	135.35								135.35				908				1,083.55	596	
Total Freight	96	76	59		231	95	97	192	0	153	14		167	35,826	19,704		17,567	10,938	28,334			10,084

PASSENGER AND PASSENGER:									
Sault Ste. Marie to Marquette									
Main Line (Joint 1.37-3.03 interest)*									
Side tracks	1	199.20	31	199.20	First main track	23	78	199.20	103.65
Side tracks	11	199.20		199.20	Joint first main track		6	172.80	2,191.60
Side tracks	58	199.20		199.20	Joint 2nd main track		8	172.80	1,554.60
Branches (Joint 0.43-0.87 interest)*	11	172.80		172.80					1,901.60
Branches	6	172.80		172.80	Side track		5	172.80	85.65
St. Ignace to Soo Junction		199.20		199.20					1,195.65
Side track	13	172.80		172.80	Main track	28	27	199.20	2,246.60
Side track	12	199.20		199.20	Main track		9	172.80	2,390.60
Branches	1	199.20		199.20	Side track			172.80	199.65
Total Freight and Passenger	89	25	0	114		51	133	0	21,864
Total Freight	96	76	59	95		0	153	14	35,826
Total Passenger	0	0	0	0		0	1	0	0
Total East of Marquette	185	101	59	345		51	287	14	57,690
MARQUETTE TO HOUGHTON									
PASSENGER:									
Freight:									
D. S. & A. owns 9.66-21.43*	2	8	0	10	Marquette to Nestoria		8	0	1,780
D. S. & A. owns 9.66-21.43*	66	135.35		116	Side track				1,382.60
D. S. & A. owns 9.66-21.43*	101	172.80		328					398.60
D. S. & A. owns 9.66-21.43*	3	199.20			Marquette to Nestoria				1,780
	68	199.20			Branch	0	8	0	4,027.55
		172.80			Joint branch	24	1	172.80	7,867.55
		135.35			Side track	78	6	172.80	269.55
					Side track				13,546.55
					Joint side track	2	2	172.80	32,486.55
					Nestoria to Houghton				22,739.55
					Side track	25		172.80	
Total Freight	71	289	234	594		0	130	6	80,934
* Proportion applies to (1911) Appraisal only.									
Quantities are the total number of Frogs and Switches									
Amounts are the values apportioned to D., S. S. & A.									

### COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

## FROGS, SWITCHES and CROSSINGS—Continued.

1911	1912			1913						1911		1912		1913												
	Spit Switch Spring Frog	Spit Switch Rapid Frog	Stub Switch Rapid Frog	Unit Price	Total Turnouts	Main Track	Side Track	Total Turnouts	Marquette to Nectoria Main track Main track Side track Nectoria to Houghton Main track Main track Branch Side track	Spit Switch Spring Frog	Spit Switch Rapid Frog	Stub Switch Rapid Frog	Unit Price	Total Turnouts	C.R.	%	P.V.	Value New Each	Total	Present Value Each	Total	C.R.	%	P.V.		
	8	4	15	199.20	89	44	133	Marquette to Nectoria Main track Main track Side track Nectoria to Houghton Main track Main track Branch Side track	15	111	28	199.20	220	15,004.05	2,988.05	1,942	1,006.02	8,188.00	5,340	\$	\$	\$	2,988.05	1,942	\$	1,942
	44	45	4	172.80	89	44	133	Marquette to Nectoria Main track Main track Side track Nectoria to Houghton Main track Main track Branch Side track	17	42	6	172.80	220	13,574	22,155	12,192	7,716	0	43,878	38,961	0	7,716	0	43,878	25,063	25,063
	71	49	0	172.80	89	44	133	Marquette to Nectoria Main track Main track Side track Nectoria to Houghton Main track Main track Branch Side track	32	188	0	172.80	220	13,574	22,155	12,192	7,716	0	43,878	38,961	0	7,716	0	43,878	25,063	25,063
	71	49	0	172.80	89	44	133	Marquette to Nectoria Main track Main track Side track Nectoria to Houghton Main track Main track Branch Side track	32	188	0	172.80	220	13,574	22,155	12,192	7,716	0	43,878	38,961	0	7,716	0	43,878	25,063	25,063
	71	49	0	172.80	89	44	133	Marquette to Nectoria Main track Main track Side track Nectoria to Houghton Main track Main track Branch Side track	32	188	0	172.80	220	13,574	22,155	12,192	7,716	0	43,878	38,961	0	7,716	0	43,878	25,063	25,063
	71	49	0	172.80	89	44	133	Marquette to Nectoria Main track Main track Side track Nectoria to Houghton Main track Main track Branch Side track	32	188	0	172.80	220	13,574	22,155	12,192	7,716	0	43,878	38,961	0	7,716	0	43,878	25,063	25,063
	71	49	0	172.80	89	44	133	Marquette to Nectoria Main track Main track Side track Nectoria to Houghton Main track Main track Branch Side track	32	188	0	172.80	220	13,574	22,155	12,192	7,716	0	43,878	38,961	0	7,716	0	43,878	25,063	25,063
	71	49	0	172.80	89	44	133	Marquette to Nectoria Main track Main track Side track Nectoria to Houghton Main track Main track Branch Side track	32	188	0	172.80	220	13,574	22,155	12,192	7,716	0	43,878	38,961	0	7,716	0	43,878	25,063	25,063
	71	49	0	172.80	89	44	133	Marquette to Nectoria Main track Main track Side track Nectoria to Houghton Main track Main track Branch Side track	32	188	0	172.80	220	13,574	22,155	12,192	7,716	0	43,878	38,961	0	7,716	0	43,878	25,063	25,063
	71	49	0	172.80	89	44	133	Marquette to Nectoria Main track Main track Side track Nectoria to Houghton Main track Main track Branch Side track	32	188	0	172.80	220	13,574	22,155	12,192	7,716	0	43,878	38,961	0	7,716	0	43,878	25,063	25,063
	71	49	0	172.80	89	44	133	Marquette to Nectoria Main track Main track Side track Nectoria to Houghton Main track Main track Branch Side track	32	188	0	172.80	220	13,574	22,155	12,192	7,716	0	43,878	38,961	0	7,716	0	43,878	25,063	25,063
	71	49	0	172.80	89	44	133	Marquette to Nectoria Main track Main track Side track Nectoria to Houghton Main track Main track Branch Side track	32	188	0	172.80	220	13,574	22,155	12,192	7,716	0	43,878	38,961	0	7,716	0	43,878	25,063	25,063
	71	49	0	172.80	89	44	133	Marquette to Nectoria Main track Main track Side track Nectoria to Houghton Main track Main track Branch Side track	32	188	0	172.80	220	13,574	22,155	12,192	7,716	0	43,878	38,961	0	7,716	0	43,878	25,063	

Total Freight	71	289	234	116	328	6	0	130	6	44,513	40,520	24,872	22,276	18,281
Total Passenger	2	5	0	4	6		0	8	0	1,068	914	564	1,382	829
Total Marquette to Houghton	144	346	234	724	209	378	587	32	576	11	619	104,869	59,155	63,906
NESTORIA TO STATE														
PASSENGER:	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FREIGHT:														
Side track (Joint 0.317-0.630 interest)*	3		199.20					23	172.80		166.22	4,324.60	2,820	3,974.65
Side Track	80	16	172.80	47	38			32	172.80		8,765.91	3,458.54	2,052	2,583
Side Track											1,521			3,042
Total Freight	83	16	0	99	47	38	83	0	55	0	10,452	7,782	4,872	5,625
FREIGHT AND PASSENGER:														
Main Track	1		199.20					45	199.20		199.65	3,680.00	2,400	8,964.65
Branches	5		199.20	40	21			56	172.80		996.65	1,911.54	1,134	6,290
Side Track		7	172.80					7	172.80		1,210.60			666
Side Track	22		199.20								2,629			
Total Freight and Passenger	28	7	0	35	40	21	51	45	83	0	4,131	5,591	3,534	12,783
Total Freight	83	16	0		47	38		0	55	0	10,452	7,782	4,872	5,625
Total Passenger	0	0	0		0	0		0	0	0	0	0	0	0
Total Nestoria to State Line	111	23	0	134	57	59	146	45	118	0	14,583	13,373	8,406	18,408
East of Marquette	185	101	59	345	172	129	301	51	287	14	352	57,690	17,286	37,568
Marquette to Houghton	144	346	234	724	209	378	587	32	576	11	619	104,869	59,155	63,906
Nestoria to State Line	111	23	0	134	57	59	146	45	118	0	163	25,789	8,406	18,408
Total in Michigan	440	470	293	1,203	408	566	1,034	128	981	25	1,134	188,348	58,644	119,881
Total of all kinds				1,203			1,034							
(1911 quantity includes all joint turnouts)														

\* Proportion applies to (1911) Appraisal only  
 Quantities are the total number of Frogs and Switches  
 Amounts are the values apportioned to D.S.S. & A.



### COMPARISON OF THE 1911, 1912 AND 1912 APPRAISALS CROSSINGS

## FROGS, SWITCHES AND CROSSINGS—Continued

	1911	1912	1913	Allocation	1911			1912			1913		
					C.R.	%	P.V.	C.R.	%	P.V.	C.R.	%	P.V.
Sault Ste. Marie to Marquette: Main line crossings	3 @ \$311.60	No classification made of crossings—total only, given	Same as 1911  24 @ \$315.		8		3	934	60	560	935	60	561
St. Ignace to Soo Junction: Main line crossings	1 @ \$311.60		Same as 1911	Freight and Passenger	312	60	187						
Marquette to Houghton: Main line crossings	12 @ \$311.60		MARQUETTE TO NESTORLA: Main line 3 @ \$311.60 Side track 3 311.60 Ore	Freight and Passenger	3,739	60	2,244						
Crossings over freight sidings	7 311.60		Branch line 3 311.60 Ore Side track 3 311.60 Ore		2,181	60	1,309						
Nestorla to State Line:			NESTORLA TO HOUGHTON: None										
Main line crossings	1 @ \$311.60		Same as 1911	Freight and Passenger	312	60	187						
Total	24	24	17		7,478		4,467	7,560		4,536	5,299		3,179



# RECAPITULATION                      FROGS, SWITCHES and CROSSINGS

	Number		1911		1912		1913		
	1911	1912	1913	C. R.	P. V.	C. R.	P. V.	C. R.	P. V.
Total Frogs and Switches.....	1,203	1,034	1,134	\$188,348	\$106,639	\$94,522	\$58,644	\$198,400	\$119,881
Total Crossings.....	24	24	17	7,478	4,487	7,560	4,530	5,299	3,179
Total in Michigan.....				\$195,826	\$111,126	\$102,122	\$63,180	\$203,699	\$123,060
Deducted by Mr. Riggs in Exhibit 50.....				6,577	3,405				
Modified total in Michigan.....				\$189,449	\$107,721	\$102,122	\$63,180	\$203,699	\$123,060

Schedule No. 10  
BALLAST

COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

	1911			1912			1913			1911			1912			1913		
	Miles			Ballast			Miles			C.R.			C.R.			C.R.		
	Track	Bridge for	Ballast	Cost Per Mile	Cu. Yds.	Track	Bridge for	Ballast	Cost Per Mile	Allo- ca- tion	%	P.V.	Per Cu. Yd.	C.R.	P.V.	Per Cu. Yd.	%	P.V.
This schedule in all exhibits does not include Ballast for Side Tracks.				\$					\$		\$	\$	\$	\$	\$	\$		\$
<b>EAST OF MARQUETTE:</b>																		
<b>Main Line</b>																		
<b>Gravel</b>																		
1st main track, S. S. Marie to Marquette—St. Ignace gravel	94.11	0.62	93.49	1,605				93.50	1,605 F & P.		100	150,051		150,051		150,068	100	150,066
Joint 1st main track—S. S. Marie to Marquette—St. Ignace gravel	0.11	0.00	0.11	1,605				0.11	1,605 F & P.		100	177		177		177	100	177
Joint 1st main track—S. S. Marie to Marquette—St. Ignace gravel	0.25	0.00	0.25	1,605				0.25	1,605 F & P.		100	401		401		401	100	401
Joint 2nd main track—S. S. Marie to Marquette—St. Ignace gravel	0.27	0.00	0.27	1,605				0.27	1,605 F & P.		100	433		433		433	100	433
St. Ignace to Soo Junction	40.17	0.14	40.03	1,605				40.05	1,605 F & P.		100	64,248		64,248		64,248	100	64,280
St. Ignace gravel								18.62	1,605 F & P.		100	30,030		30,030		29,885	100	29,885
1st main track, S. S. Marie to Marquette—gravel	18.74	0.03	18.71	1,605				18.62	1,605 F & P.		100	245,340		245,340		245,244		245,244
Total Gravel Ballast East of Marquette.	153.65	0.79	152.86		433,860			152.80				245,340		245,340		245,244		245,244
Chadron	27.00	0.33	26.67	600				26.82	600 F & P.		100	16,002		16,002		16,092	100	16,092
S. S. Marie to Marquette																		

Joint 1st main track S. S. Marie to Marquette	600	0.08	0.00	0.08	0.08	600	73,800	0.08	600 F. & P.	48	100	48	100	48
Joint 2nd main track S. S. Marie to Marquette	600	0.08	0.00	0.08	0.08	600		0.08	600 F. & P.	48	100	48	100	48
St. Ignace to Soo Junction	600	2.80	0.00	2.80	2.80	600		2.80	600 F. & P.	1,680	100	1,680	100	1,680
Total Under Ballast East of Marquette		29.96	0.33	29.63	29.63		73,800	29.78		17,779	40	29,520	34	25,092
Sand														17,868
1st main track														
Joint 1st main track S. S. Marie to Marquette	600	12.40	0.20	12.20		600		12.41	600 F. & P.	7,374	100		100	7,446
Joint 2nd main track S. S. Marie to Marquette	600	0.39	0.00	0.39		600		0.39	600 F. & P.	234	100		100	234
Joint 2nd main track S. S. Marie to Marquette	600	0.39	0.00	0.39		600		0.39	600 F. & P.	233	100		100	234
Total Sand Ballast East of Marquette		13.27	0.20	13.07			22,340	13.19		7,841	40	8,936	34	8,595
Total Gravel Ballast East of Marquette		153.65	0.79	152.86			433,860	152.80		245,340	55	238,623	46	199,577
Total Under Ballast East of Marquette		29.96	0.33	29.63			73,800	29.78		17,779	40	29,520	34	25,092
Total Main Line Ballast East of Marquette		196.88	1.32	195.56			530,000	196.88	1.11	270,960		277,079		232,264
Branches														271,026
Sand														
Joint 1st main track S. S. Marie to Marquette	600	15.40	0.00	15.40		600		22.83	600 F.	9,240	100		100	13,698
Joint 2nd main track S. S. Marie to Marquette	600	0.43	0.00	0.43		600		0.43	600 F.	261	100		100	258
St. Ignace to Soo Junction	600	4.06	0.00	4.06		600		4.01	600 F.	2,436	100		100	2,406
Total Ballast, Branches, East of Marquette		19.89		19.89			50,650	27.27		11,937	40	30,260	34	17,221
Total Ballast, Main Line, East of Marquette		196.88	1.32	195.56			530,000	196.88	1.11	270,960		277,079		232,264
Total Ballast East of Marquette		216.77	1.32	215.45			580,650	224.15	1.11	282,897		297,339		249,485
MARQUETTE TO HOGARON:														287,388
Main Line														
Gravel														
1st main track														
Marquette to Nectoria								44.72	1,605 F. & P.				100	71,770
														71,777

## COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

BALLAST—Continued

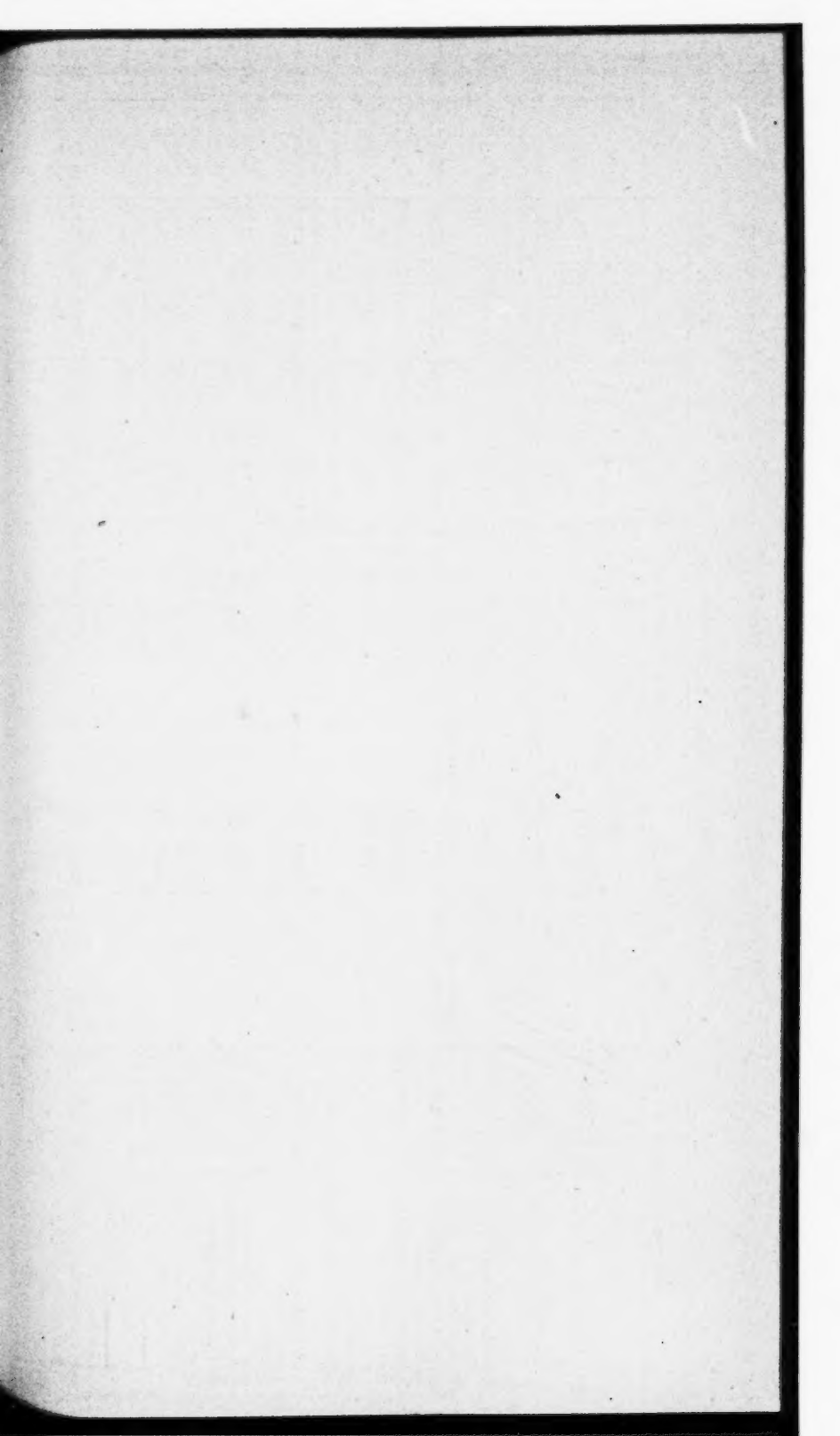
	1911				1912				1913			
	Miles				Ballast				Cu. Yds.			
	Track	Bridge	Ballast	Cost Per Mile	Track	Bridge	Ballast	Cost Per Mile	Allo- cation	C.R.	%	P.V.
1st main track				\$				\$				\$
Nestoria to Houghton							7.44	1,605 F & P.				
1st main track, south line,												
Marquette to Eagle Mills							8.40	1,605 F & P.				
1st main track, south line,							8.80	1,605 Ore				
Eagle Mills to Windrop Jct.							5.06	1,605 F & P.				
2nd main track							8.60	1,605 F & P.				
Marquette to Nestoria												
1st main track, Humboldt to												
Republic (Republic Branch)												
Total Gravel Ballast, Main Line												
Marquette to Houghton	83.62	0.60	83.02	1,605	230,520		83.11			133,247	100	133,247
Cinders												
1st Main track,												
Marquette to Nestoria							2.00	600 F & P.				
1st main track							12.13	600 F & P.				
Nestoria to Houghton												
Total Cinders, Main Line, Mar-												
quette to Houghton	14.13	0.02	14.11	600	30,000		14.13			8,466	100	8,466
Total Sand, Main Line, Mar-												
quette to Houghton	7.70	0.02	7.68	600	16,860		4.68	600 F & P.		4,608	100	4,608
Total Stamp Sand, Main Line,												
Marquette to Houghton	20.80	0.37	20.43	1,605	67,210		23.43	1,605 F & P.		32,790	100	32,790
Total Gravel, Main Line, Mar-												
quette to Houghton	83.62	0.60	83.02	1,605	230,520		83.11			133,247	100	133,247
Total Main Line Ballast, Mar-												
quette to Houghton	126.25	1.01	125.24		344,590	126.25	125.35			179,111		179,111
										126,786		126,786
										106,039		106,039
										10,200		10,200
										6,744		6,744
										4,608		4,608
										34		34
										26,884		26,884
										22,851		22,851
										37,605		37,605
										133,391		133,391
										182,282		182,282

Branches	4.46	0.00	4.46	600	F.	14,652	100	14,652	40	21,076	34	17,915	14,268	2,676	100	2,676
Sand	16.05	0.00	16.05	600	Ore	170,111		179,111		172,414		144,822	182,282	9,030	100	9,030
Marquette to Nestoria	1.90	0.00	1.90	600	F.	193,763		193,763		193,490		162,737	196,550	1,140	100	1,140
Eagle Mills to Winthrop Jet.	1.37	0.00	1.37	600	Ore									822	100	822
Nestoria to Houghton																
Marquette to Houghton																
Joint Branches																
Total Ballast, Branches, Marquette to Houghton	24.42	0.00	24.42	600		52,690		52,690		52,690		17,915	14,268			14,268
Total Ballast, Main Line, Marquette to Houghton	126.25	1.01	125.24			344,590		344,590		344,590		144,822	182,282			182,282
Total Ballast, Marquette to Houghton	150.67	1.01	149.66			397,280		397,280		397,280		162,737	196,550			196,550
NESTORIA TO STATE LINE:																
Main Line	103.70	1.58	102.12	1,605	F. & P.	289,720	1.14	100.33	55	159,346	46	133,271	161,030		100	161,030
Gravel						1,970			40	788	34	670				
Cinders																
Total Ballast, Main Line, Nestoria to State Line	103.70	1.58	102.12			291,690	1.14	100.33		160,134		133,941	161,030			161,030
Branches																
Sand																
Total Ballast, Branches, Nestoria to State Line	10.56	0.00	10.56	600	F.	42,110	0.16	21.30	40	16,844	34	14,317	12,780		100	12,780
Total Ballast, Nestoria to State Line	114.26	1.58	112.68			333,800	1.30	121.63		176,978		148,258	173,810			173,810

# RECAPITULATION

	1911			1912			1913			1911		1912		1913	
	Miles			Track Miles*	Ballast Cu. Yds		Miles			C.R.	P.V.	C.R.	P.V.	C.R.	P.V.
	Track	Deduct For Bridges	Ballast				Track	Deduct For Bridges	Ballast						
East of Marquette.....	216.77	1.32	215.45	220.81	580,650		224.15	1.11	223.04	282,897	282,897	287,339	249,485	287,388	287,388
Marquette to Houghton.....	150.67	1.01	149.66	150.31	397,280		150.03	.90	149.13	193,763	193,763	193,490	162,737	196,550	196,550
Nestora to State Line.....	144.26	1.58	112.68	122.93	333,900		122.93	1.30	121.63	170,238	170,238	176,978	148,258	173,810	173,810
Total in Michigan.....	481.70	3.91	477.19	494.05	1,311,730		497.11	3.31	493.80	646,898	646,898	667,807	560,480	657,748	657,748
Added by Mr. H. E. Riggs (Exhibit 50).....										4	4				
Total.....										646,902	646,902	667,807	560,480	657,748	657,748

\* Miles of Ballast shown is taken from Exhibit 15, page 8  
as Ballast Schedule does not give Mileage.





## COMPARISON OF THE 1911, 1912, AND 1913 APPRAISALS

## TRACK LAYING AND SURFACING

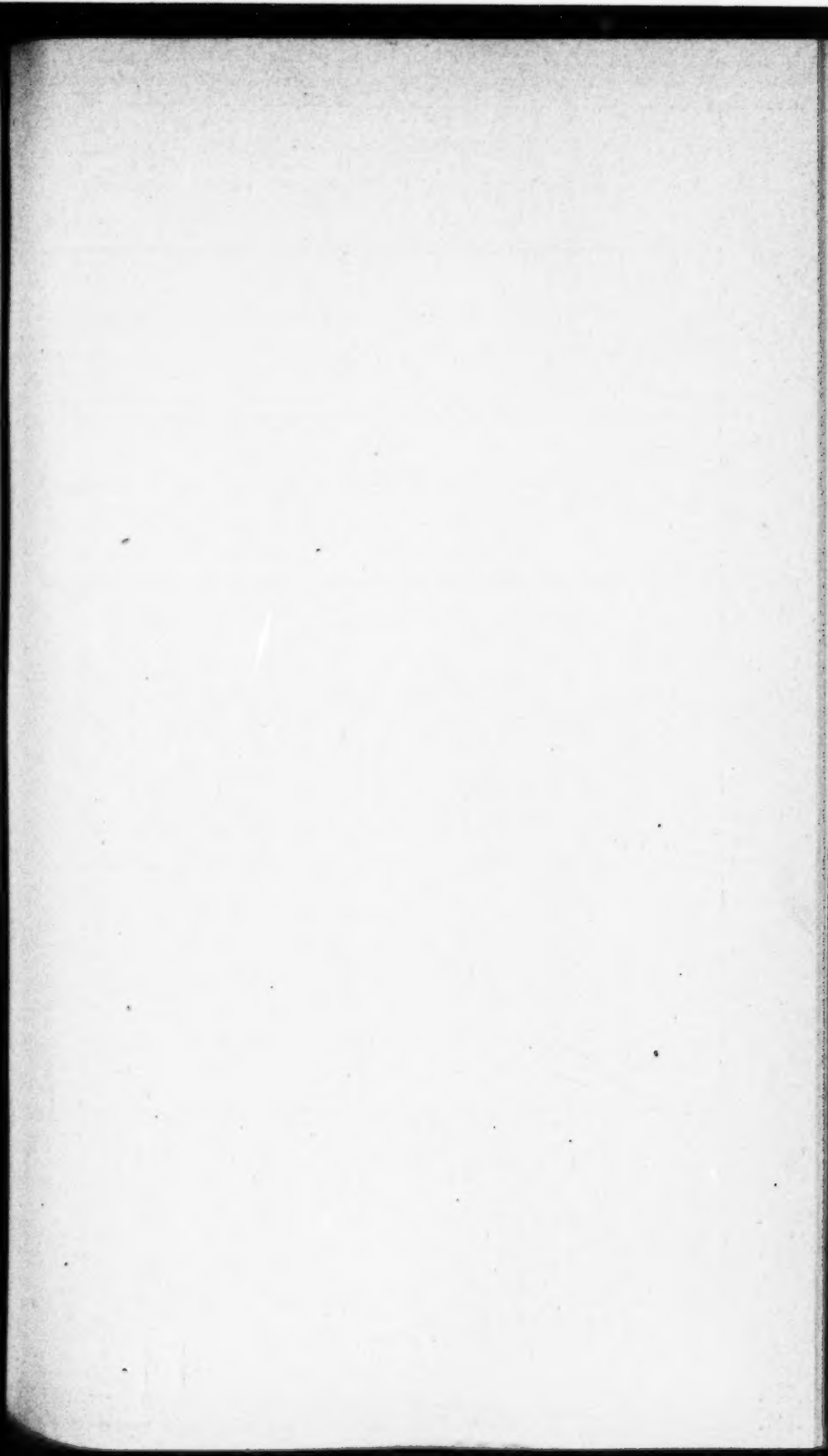
Riggs—1911—Exhibit 1			Hansel—1912—Exhibit 15			Riggs—1913—Exhibit 1-A			1911		1912		1913	
	Miles	Unit Cost		Miles	Unit Cost		Miles	Unit Allocation	C.R.	P.V. %	C.R.	P.V. %	C.R.	P.V. %
<b>EAST OF MARQUETTE:</b>														
Main Line														
1st main track			1st main track			1st main track, S. S.								
S. S. Marie to Marquette	168	152.34	East of Marquette	195.31	600	Marie to Marquette	152.34	526 F & P.	80,121	100	117,186	100	80,131	100
Joint 1st main track														
S. S. Marie to Marquette	168	0.83		0.83	600		0.83	526 F & P.	437	100	498	100	437	100
Joint 2nd main track														
S. S. Marie to Marquette	168	0.74		0.74	600		0.74	526 F & P.	389	100	444	100	389	100
1st main track														
St. Ignace to Soo Junction	168	42.97					42.97	526 F & P.	22,602	100			22,602	100
Total Main Line		196.88					196.88		103,559		118,128		103,559	
<b>Branches</b>														
S. S. Marie to Marquette	168	15.40		23.50	600		22.83	526 F.	8,100	100	14,100	100	12,009	100
S. S. Marie to Marquette, joint	168	0.43		0.43	600		0.43	526 F.	226	100	258	100	226	100
St. Ignace to Soo Junction	168	4.06					4.01	526 F.	2,136	100			2,109	100
Total Branches		19.89		23.93			27.27		10,462		14,358		14,344	
Total Main Line		196.88		196.88			196.88		103,559		118,128		103,559	
<b>Total East of Marquette:</b>														
Marquette to Houghton:				220.81			224.15		114,021		132,486		117,903	
Main Line														
1st main track track, north line	168	121.17		121.17	600		48.90	526 F & P.	63,735	100	72,302	100	24,669	100
Marquette to Nestoria														
2nd main track														
Marquette to Nestoria	168	5.06		5.06	600		5.08	526 F & P.	2,672	100	3,048	100	2,672	100

Main track, south line	8.50	526 F & P.	66,407	75,750	75,750	4,471	100	4,471	100	4,471
Marquette to Eagle Mills	8.83	526 Ore				4,645	100	4,645	100	4,645
Main track, south line	48.24	526 F & P.				25,374	100	25,374	100	25,374
Eagle Mills to Winthrop Jc.	8.70	526 F & P.				4,576	100	4,576	100	4,576
Main track	126.25		66,407	75,750	75,750	66,407		66,407		66,407
Nestoria to Houghton	16.05	526 Ore	10,957	100	13,446	8,442	100	8,442	100	8,442
Main track, Republic branch	4.46	526 F.	836	100	990	2,346	100	2,346	100	2,346
Total Main Line	1.90	526 F.	1,052			721	100	721	100	721
Branches	23.78		12,845	14,436	14,436	999	100	999	100	999
Marquette to Nestoria	126.25		66,407	75,750	75,750	12,508		12,508		12,508
Marquette to Nestoria, joint	150.03		79,252	90,186	90,186	66,407		66,407		66,407
Nestoria to Houghton						78,915		78,915		78,915
Total Branches	101.47	526 F & P.	54,546	100	62,220	53,373	100	53,373	100	53,373
Total Main Line	101.47		54,546		62,220	53,373		53,373		53,373
Main track	21.46	526 F.	5,555	100	11,538	11,288	100	11,288	100	11,288
Nestoria to State Line	103.70		5,555		11,538	11,288		11,288		11,288
Total Main Line	103.70		54,546		62,220	53,373		53,373		53,373
Branches	122.93		60,101	73,758	73,758	64,661		64,661		64,661
Nestoria to State Line										
Total Branches										
Total Main Line										
Total Nestoria to State Line										

# RECAPITULATION

## TRACK LAYING AND SURFACING

	1911			1912			1913		
	Main Line		Branch	Main Line		Branch	Main Line		Branch
	Miles	Miles		Miles	Miles		Miles	Miles	
East of Marquette.....	196.88	19.80	196.88	23.93	196.88	27.27	103,559	103,559	103,559
Marquette to Houghton.....	126.25	24.42	126.25	24.06	126.25	23.78	66,407	66,407	66,407
Nestoria to State Line.....	103.70	10.56	103.70	19.23	101.47	21.46	54,546	54,546	54,546
Total.....	426.83	54.87	426.83	67.22	424.60	72.51	224,512	224,512	224,512
Total Main Line.....	426.83		426.83		424.60		224,512	224,512	224,512
Total Branches.....	54.87		67.22		72.51		28,862	28,862	28,862
Total in Michigan.....	481.70		494.05		497.11		253,374	253,374	253,374
Added by Mr. Riggs in Exhibit 50.....							7	7	7
Transferred from Terminals.....							253,381	253,381	253,381
Total.....							253,381	253,381	253,381





## MARQUETTE TO HOGUEFORD:

Main Line  
Wire Fence 205 miles @ \$160.00  
Snow Fence 22,300 feet 0.15

## MARQUETTE TO NESTOR:

Freight and Passenger  
Main Line, North  
Right of way wire fence 86 miles @ \$160.00

Permanent snow fence  
6 ft. high 600 lin. ft. @ 22c  
6 ft. high 1,240 lin. ft. 22c  
8 ft. high 350 lin. ft. 26c  
8 ft. high 800 lin. ft. 26c  
8 ft. high 800 lin. ft. 26c  
10 ft. high 2,900 lin. ft. 33½c  
10 ft. high 1,500 lin. ft. 33½c  
10 ft. high 2,900 lin. ft. 33½c  
10 ft. high 720 lin. ft. 33½c  
12 ft. high 1,600 lin. ft. 40c  
12 ft. high 4,000 lin. ft. 40c

## Portable snow fence

8 ft. high 500 lin. ft. 26c  
8 ft. high 320 lin. ft. 26c  
8 ft. high 1,760 lin. ft. 26c  
8 ft. high 512 lin. ft. 26c

Total 20,502 lin. ft.

Main Line, South (Marquette to Eagle Mills)

Right of way wire fence

12.34 miles @ \$160.00

Permanent snow fence

6 ft. high 2,000 lin. ft. @ 22c

12 ft. high 830 lin. ft. 40c

Portable snow fence

8 ft. high 990 lin. ft. 40c

Total 3,820 lin. ft.

Branches (Humboldt to Republic)

Right of way wire fence

16 miles @ \$160.00

Total Freight and Passenger

32,800 50 16,400 75 10,220  
3,330 65 2,165  
13,700 132 50 66  
273 60 164  
91 50 46  
208 60 125  
208 75 156  
972 50 486  
502 60 301  
972 80 778  
241 100 241  
640 80 512  
1,600 100 1,600  
130 60 78  
83 75 62  
458 80 366  
133 100 133

1,974 75 1,490

440 50 220

332 100 332

396 75 297

2,560 75 1,920

26,105 19,983

## COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

## FENCING—Continued

Riggs—1911—Exhibit 1	Hansel—1912—Exhibit 15	Riggs—1913—Exhibit A	1911		1912		1913	
			C.R.	%	P.V.	C.R.	%	P.V.
	Branches Wire fence 24 miles @ \$100.00	Freight Branches Right of way fence, wire 3 miles @ \$100.00  Total Freight Ore Main Line (Eagle Mills to Winthrop Junction) Right of way fence, wire 17.66 miles @ \$100.00  Branches Right of way fence, wire 23.8 miles @ \$100.00  Total Ore			\$	\$		\$
						3,840	50	1,920
								480
								480
								2,826
								75
								2,120
								3,806
								75
								2,856
								6,634
								4,976
		NEZOREA TO HOUGHTON: Freight and Passenger Main Line Right of way fence, wire 84 miles @ \$100.00 Permanent snow fence 10 ft. high 100 lin. ft. @ 33 1/2c 10 ft. high 12,00 lin. ft. 33 1/2c Portable snow fence 8 ft. high 100 lin. ft. 26c 8 ft. high 320 lin. ft. 26c  Total 1,720 lin. ft. Total Freight and Passenger						
								13,440
								75
								10,080
								34
								90
								402
								100
								402
								26
								75
								20
								83
								66
								13,985
								10,599
	Total Marquette to Houghton...					39,970		20,455
								47,204
								35,618



# NESTORLA TO STATE LINE:

Main Line  
Wire Fence 153 miles @ \$160.00  
Snow Fence 23,800 feet  
0.15

# NESTORLA TO STATE LINE:

Freight and Passenger  
Main Line  
Right of way fence, wire  
147 miles @ \$160.00  
Permanent snow fence  
10 ft. high 2,880 lin. ft. @ 33½¢  
10 ft. high 1,096 lin. ft. @ 33½¢  
10 ft. high 7,056 lin. ft. @ 33½¢  
10 ft. high 1,920 lin. ft. @ 33½¢  
8 ft. high 480 lin. ft. @ 26¢  
8 ft. high 448 lin. ft. @ 26¢  
Portable snow fence  
8 ft. high 400 lin. ft. @ 26¢  
8 ft. high 6,320 lin. ft. @ 26¢  
8 ft. high 960 lin. ft. @ 26¢  
Total 22,160 lin. ft.  
Total Freight and Passenger .....

Branches  
17 miles of wire fence @ \$160.00  
Total NESTORLA TO STATE LINE.....

24,480	50	12,240	23,520	75	17,640
3,570	65	2,320	965	75	724
			568	80	454
			2,364	90	2,128
			643	95	611
			125	60	75
			116	80	93
			104	75	78
			1,643	80	1,314
			250	95	238
2,720	50	1,360	30,298		23,355
30,770		15,920	30,298		23,355

# RECAPITULATION

# FENCING

	Miles			1911		1912		1913	
	1911	1912	1913	C.R.	P.V.	C.R.	P.B.	C.R.	P.V.
Main Line—Wire Fence.....	599.25	595.00	502.20	\$	\$	\$	\$	\$	\$
Snow Fence.....	3.7	16.70	12.84						
Branches —Wire Fence.....		65.00	46.80						
EAST OF MARQUETTE.....						48,000	24,995	32,136	24,223
MARQUETTE TO HOGGTON.....						39,970	20,485	47,204	35,618
NESTORLA TO STATE LINE.....						30,770	15,920	30,298	23,355
TOTAL IN MICHIGAN.....	602.95	676.70	561.84	105,185	54,179	118,830	61,400	109,638	83,196

Schedule No. 13  
CROSSINGS, CATTLE GUARDS AND SIGNS

COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

Riggs—1911—Exhibit 1	Hansel—1912—Exhibit 15	Riggs—1913—Exhibit 1-A	Allo.	1911		1912		1913				
				C.R.	%	P.V.	%	C.R.	%	P.V.		
STREET AND HIGHWAY CROSSINGS: Highway Crossings 173 @ \$15.92 Street Crossings single track 131 34.19	Street and Highway Crossings: Highway Crossings 173 @ \$10.00 Street crossings single track 131 25.00 60 lb scrap rail in street crossings 45 tons 14.00	Street and Highway Crossings: Sault Ste. Marie to Marquette 34 @ \$18.00 F & P. St. Ignace to Soo Junction 13 18.00 F & P.  Marquette to Nestoria 23 18.00 F & P. Marquette to Nestoria 2 18.00 F. Marquette to Nestoria 2 18.00 Ore Nestoria to Houghton 41 18.00 F & P. Nestoria to State Line 32 18.00 F & P.  Street Crossings: In Marquette 8.7 M.B.M. @ \$31.00 270 150 c.y. crushed stone 0.50 75 51.6 T rail 826 16.00 Labor 293  In Negaunee 19.9 M.B.M. @ \$31.00 617 80 c.y. crushed stone 0.50 40 8.8 T rail 141 16.00 Labor 200  In Ishpeming 18.5 M.B.M. @ \$31.00 574		\$	\$	\$	\$	\$				
				2,754	60	1,652	1,730	60	1,038	612	60	367
				4,479	60	2,687	3,275	60	1,965	234	60	140
							630	100	630	414	60	248
										36	60	22
										36	60	22
										738	60	443
										576	60	346
										1,464	80	1,171
										998	80	798



## COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

## CROSSINGS, CATTLE GUARDS AND SIGNS—Continued

Riggs—1911—Exhibit 1	Hansel—1912—Exhibit 15	Riggs—1913—Exhibit 1-A	Allo.	1911			1912			1913			
STATION SIGNS: 90 @ \$2	Station Signs: 90 @ \$2	Station Signs at Stations:		C.R.	%	P.V.	C.R.	%	P.V.	C.R.	%	P.V.	
Total Station Signs at MILE POSTS: 420 @ \$2	Stations in Michigan Mile Posts: 420 @ \$2	Sault Ste. Marie to Marquette	53 @ \$2 F. & P.	\$ 180	90	\$ 162	\$ 180	90	\$ 162	\$		\$	
		St. Ignace to Soo Junction	21 2 F. & P.								106	90	95
		Marquette to Nestoria	17 2 F. & P.								42	90	38
		Nestoria to Houghton	21 2 F. & P.								34	90	31
		Nestoria to State Line	49 2 F. & P.								42	90	38
		161								98	90	88	
				180		162	180		162	322		290	
Total Mile Posts in Michigan WHISTLE POSTS: 600 @ \$1	Whistle Posts: 600 @ \$1	Mile Posts:		840	75	630	840	75	630				
		Sault Ste. Marie to Marquette	152 @ \$2 F. & P.								304	75	228
		St. Ignace to Soo Junction	42 2 F. & P.								84	75	63
		Marquette to Nestoria	66 2 F. & P.								132	75	99
		Marquette to Nestoria	17 2 Ore								34	75	26
		48 2 F. & P.								96	75	72	
		101 2 F. & P.								202	75	152	
		426											
				840		630	840		630	852		640	
Total Whistle Posts in Michigan		Whistle Posts:		600	75	450	600	75	450				
		Sault Ste. Marie to Marquette	150 @ \$1 F. & P.								150	75	112
		St. Ignace to Soo Junction	60 1 F. & P.								60	75	45
		Marquette to Nestoria	110 1 F. & P.								110	75	82
		Marquette to Nestoria	6 1 F.								6	75	4
		8 1 Ore								8	75	6	
		150 1 F. & P.								150	75	112	
		140 1 F. & P.								140	75	105	
		625											
				600		450	600		450	624		466	

ONE MILE TO STATION SIGNS: 112 @ \$2	ONE MILE TO STATION SIGNS: 112 @ \$2	76 @ \$2 F & P. 27 2 F & P. 34 2 F & P. 5 2 Ore 28 2 F & P. 56 2 F & P. 226	224	70	157	224	70	157	152	70	106
ONE MILE TO STATION SIGNS: 112 @ \$2	ONE MILE TO STATION SIGNS: 112 @ \$2	ONE MILE TO STATION SIGNS: Sault Ste. Marie to Marquette St. Ignace to Soo Junction Marquette to Nestoria Marquette to Nestoria Nestoria to Houghton Nestoria to State Line									
Total One Mile to Station Signs in Michigan.....											
RAILROAD CROSSING SIGNS: 173 @ \$4	RAILROAD CROSSING SIGNS: 173 @ \$4	2 @ \$4 F & P. 24 4 F & P. 2 4 F & P. 12 4 F & P. 12 4 F & P. 23 4 F & P. 3 4 F. 2 4 Ore 4 4 Ore 20 4 F & P. 2 4 F & P. 32 4 F & P. 138	692	60	415	692	60	415	452	75	316
RAILROAD CROSSING SIGNS: 173 @ \$4	RAILROAD CROSSING SIGNS: 173 @ \$4	RAILROAD CROSSING SIGNS: Sault Ste. Marie to Marquette Railway crossing 400 ft. signs at highways St. Ignace to Soo Junction Railway crossing, 400 ft. signs at highways Marquette to Nestoria Railway crossing, 400 ft. signs at highways Marquette to Nestoria Railway crossing, 400 ft. signs at highways Railway crossing signs at highways Railway crossing signs at highways Railway crossing, 400 ft. signs at highways Railway crossing signs at highways Nestoria to Houghton Railway crossing signs at highways Nestoria to State Line Railway crossing, 400 ft. signs at highways Railway crossing signs at highways									
Total Railroad Crossing Signs in Michigan.....											
			692	60	415	692	60	415	452	75	344

## CROSSINGS, CATTLE GUARDS AND SIGNS—Continued

Total Miscellaneous Signs in Michigan

# RECAPITULATION CROSSINGS, CATTLE GUARDS and SIGNS

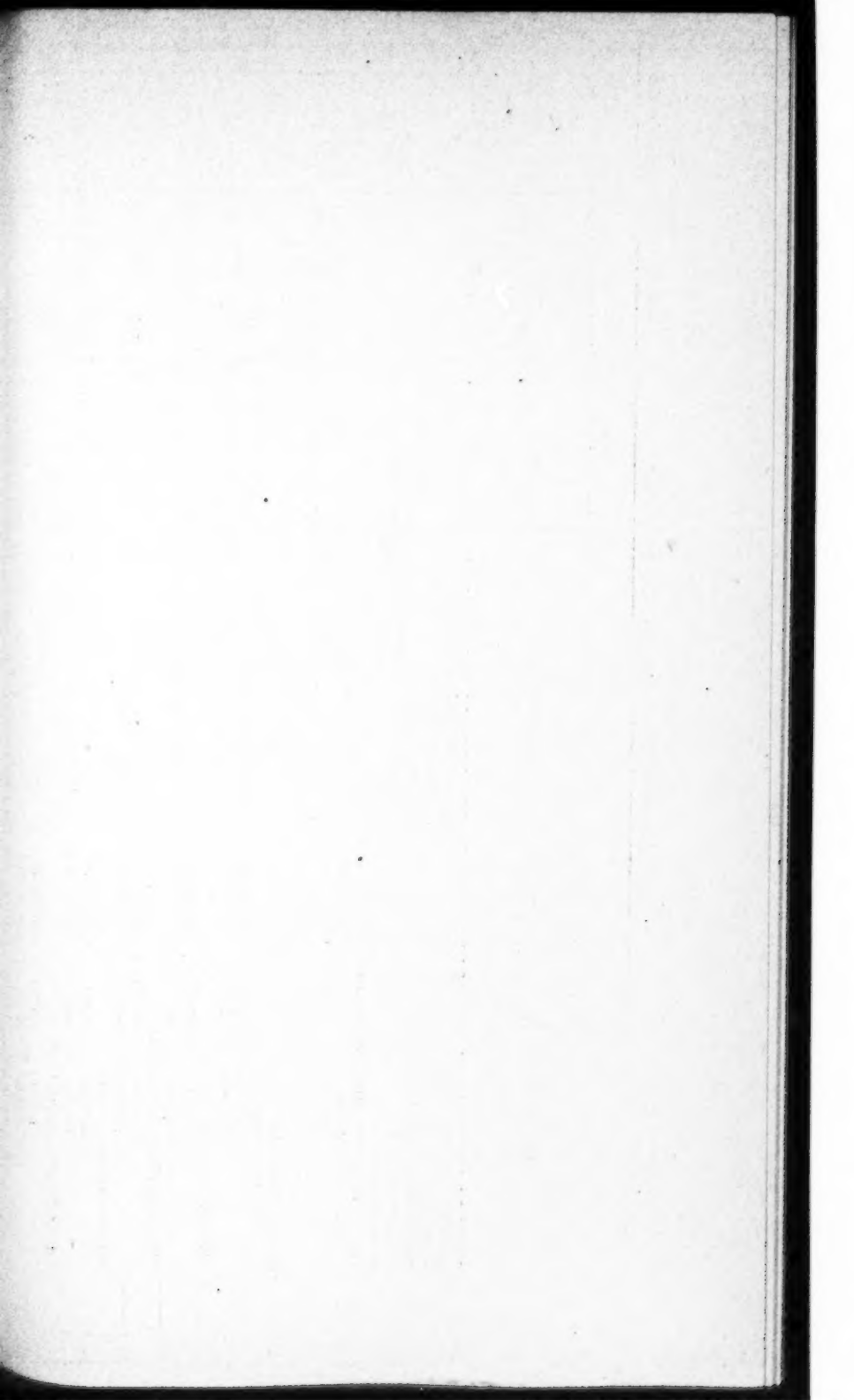
	1911		1912		1913	
	C. R.	P. V.	C. R.	P. V.	C. R.	P. V.
Total Street and Highway Crossings.....	\$ 7,233	4,339	\$ 5,635	3,633	\$ 6,003	4,228
Total Overhead Crossings.....	1,000	600	1,000	600	1,000	600
Total Farm Crossings.....	700	420	700	420	1,150	690
Total Cattle Guards.....	6,500	4,818	4,800	4,320	5,380	4,596
Total Station Signs at Stations.....	180	162	180	162	322	280
Total Mile Posts.....	840	630	740	630	852	640
Total Whistle Posts.....	600	450	600	450	624	466
Total One Mile to Station Signs.....	224	157	224	157	452	316
Total Railroad Crossing Signs.....	692	415	692	415	552	344
Total Miscellaneous Signs.....	1,500	1,125	1,500	1,125	573	433
Total Crossings, Cattle Guards and Signs.....	19,409	13,116	16,171	11,912	16,908	12,603



Schedule No. 14  
INTERLOCKING and SIGNAL APPARATUS

COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

Riggs—1911—Exhibit 1	Hansel—1912—Exhibit 15	Riggs—1913—Exhibit 1-A	1911			1912			1913		
			C.R.	%	P.V.	C.R.	%	P.V.	C.R.	%	P.V.
INTERLOCKING MACHINES: All of the protected crossings in Michigan were installed by the other company. The Duluth, South Shore and Atlantic Railway has no interest in any interlocker in the State of Michigan.	Same.	Allo- cated	\$		\$	\$		\$	\$		\$
SIGNAL CABINS: All such structures owned by the Company are included under Schedule 28, Miscellaneous Buildings, as they have no machinery, and are merely houses for crossing flagmen stationed at crossings where no gates are installed.	Same.										
CROSSING GATES—HIGHWAY: None on the line in Michigan.	Same.	Ore	25	60	15	25	60	15	25	60	15
CROSSING GATES—RAILROAD: Ishpeming—Gate at Crossing C. & N. W. Barnum Mine Spur. Omitted.	Same. Omitted	F & P.				25	60	15			
SEMAPHORES—HAND OPERATED: Marquette Yard \$50.00 Ishpeming 50.00 Kenton 50.00 Negaunee 50.00 1 cabin	Marquette—Approach to Spear's Coal Dock Same. Same. Same. Same. Same. Same.	F & P. F & P. F & P. F & P. F & P. F & P. F & P.	150	80	120	150	80	120	150	80	120
ELECTRIC SIGNALS: Marquette Yard—Signal Installation (1907).	Same.										
TRAIN STAFF BLOCK: Formerly used on line now double tracked; At present not installed but stored at Marquette; good condition—Material only.	Omitted. Same as 1911.	F & P.	875	80	700				875	80	700
Total Freight and Passenger.....									1,825		1,825
Total Ore.....			1,850		1,545	1,000		800	1,850		1,515



## TELEGRAPH AND TELEPHONE

### COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

[illegible]

[illegible]

### COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

## TELEGRAPH AND TELEPHONE—Continued

Riggs—1911—Exhibit 1	Hansel 1912 Exhibit 15	Riggs—1913—Exhibit 1—A					1911			1912			1913		
							C.R.	Ap- port- ioned to % D.S.S. & A.	P.V. %	C.R.	Ap- port- ioned to % D.S.S. & A.	P.V. %	C.R.	Ap- port- ioned to % D.S.S. & A.	P.V. %
126 From Marquette to Negaunee				labor	38.2 miles	9.57									
		iron wire	25.60	Same			302								
		labor	9.57	Same			113	113 70	79					366	366 70
102 From Marquette to S. Ishpeming and Houghton		iron wire	25.60	Same			2,432								
		labor	9.57	Same			909	909 70	636	2,432	909	909 70	636	294	294 70
127 From Marquette to Champion		iron wire	25.60	Same			786								
		labor	9.57	Same			294	294 70	206	786	294	294 70	206	440	440 70
274 From Marquette to Houghton		copper wire	85.10	Same			7,990								
		labor	9.57	Same			900	900 70	630	7,990	900	900 70	630	302	302 70
1 From Marquette to Republic and Houghton		iron wire	25.60	Same			2,893								
		labor	9.57	Same			1,081	1,081 70	757	2,893	1,081	1,081 70	757	113	113 70
131 From Marquette to Negaunee		iron wire	25.60	Same			302								
		labor	9.57	Same			113	113 70	79	302	113	113 70	79	830	830 70
204S From Marquette to Negaunee		iron wire	25.60	Same			302								
		labor	9.57	Same			113	113 70	79	302	113	113 70	79	194	194 70
152 From Marquette to Negaunee		iron wire	25.60	Same			302								
		labor	9.57	Same			113	113 70	79	302	113	113 70	79	440	440 70
152 From Marquette to State Line		iron wire	25.60	Same			34								
		labor	9.57	Same			22								
147.4 miles		iron wire	25.60	Same			3,773								
147.4 miles		labor	9.57	Same			1,411	1,411 70	988	3,773	1,411	1,411 70	988	440	440 70
204N From Marquette to Negaunee		iron wire	25.60	Same			302								
		labor	9.57	Same			113	113 70	79	302	113	113 70	79	440	440 70

[illegible]

### COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

## TELEGRAPH AND TELEPHONE—Continued

[illegible]





—200—

Track in round house	1,440'	Engine house tracks, turn- table to house	1,350'	720'	721	680
Built May, 1912		Depressed track	367'			184
Built May, 1912		Supply spur	385'			191
First siding E. of main line	1,100'	Freight track No. 1	1,198'	550	599	590
Second siding E. of main line	900'	Freight track No. 2	900'	450	450	450
Flour mill spur	770'		1,165'	385	583	582
Included below in W. P. spur		Connection with Mich.-L. S.			392	392
Spur on water power canal	2,975'	Power Co. track	783'			
Built 1912		Track on water power canal	200'		100	
Extended 490'-1912	2,040'	bank	575'	1,488	288	588
		Cullen Friedelt Co. spur	25'			
		Siding No. 1 So.	2,078'	1,020	1,039	1,280
Extended 490'-1912	1,824'	Siding No. 2 south	1,843'	912	922	1,106
Extended 490'-1912	1,599'	Siding No. 3 south	1,621'	800	811	1,056
Extended 490'-1912	1,374'	Siding No. 4 south	1,389'	687	695	1,190
Built 1912		Storage track south of main	2,100'			1,050
West crossover	168'	No. 2	184'	84	92	92
Crossover	297'	Storage track south of main	207'	149	104	104
Freight track No. 1 E	1,750'	No. 3	1,432'	875	716	716
Freight track No. 2	1,600'	Storage track south of main	1,109'	555	555	554
Freight track No. 3	1,250'	No. 4	1,481'	625	741	740
Freight track No. 4	900'	Storage track south of main	2,405'	450	1,203	1,202
Built 1912		No. 5	350'			175
Omitted		Repair track	720'	360		
Kelly Mayer mill spur		Omitted				
American Brick Co. spur		Peninsula Bark & Lumber Co.				
Bradley Watkins mill (extended		Branch	1,422'	1,085	711	711
500'-1912)		0.43 mi.	872'	925	436	436
Omitted		Port Royal coal dock spur	1,954'	1,900	977	1,225
Peninsula Bark & Lumber		Dock spur No. 1	832'	416	241	241
log spur						
No. 1			647'	511	234	323
No. 2			1,073'	1,862	537	536
East leg of "Y"	1,524'		1,788'	1,050	894	894
			856'	762		

# COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

## SIDE TRACKS—Continued

[illegible]



### COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

## SIDE TRACKS—Continued

Mile Post	Riggs—1911—Exhibit 1	Hansel—1912—Exhibit 15	Riggs—1913—Exhibit 1-A	1911		1912		1913							
				F & P.	Frt.	Pass.	F & P.	Frt.	Pass.	F & P.	Frt.	Pass.	Ore		
	New coal bin spur		4.82 mi. frt. This branch now operated by Lumber Co. altho track is owned by South Shore		350		350		350						
	Hunter's branch														
	Hunter's loading spur														
	Mill track No. 1														
	Mill track No. 2														
	49.5 Sage—passing track			1,899		1,899		1,899							
	54.0 Percid spur		Taken up, Nov., 1912												
	54.9 McPhee spur			569		569		569							
	55.5 Lencel spur			890		890		890							
	58.5 New berry			1,185		1,185		1,185							
	Siding No. 1 south														
	Siding No. 1 north														
	Siding No. 2														
	Siding at Asylum														
	Built Aug., 1912			1,358		1,358		2,538							
	Built May, 1912		Extended August, 1912	2,157		2,407		2,407							
	Anylum branch														
	Yard siding No. 3 north			1,290		1,290		1,290							
	Pig iron track		2.37 mi. frt.	470		470		470							
	Taken up 1912														
	Passing track			3,318		3,318		3,318							
	Mill spur—partly taken up—1912			2,062		2,062		2,062							
	Treadle spur—partly taken up, '12			1,250		1,250		1,250							
	Connected with another track			2,395		2,395		2,395							
	called one														
	Lumber siding 4			1,100		1,100		1,100							
	Murner Cedar spur			1,501		1,501		1,501							
	Spurs on above			1,750		1,750		1,750							
	67.3 McMillan—Passing track		Taken up—May, 1913	595		595		595							
	Mill spur		Taken up—May, 1913	1,433		1,433		1,433							
	Log track			1,621		1,621		1,621							
	Danaber branch		6.38 mi. frt.	1,100		1,100		1,100							

(Northern Coopersage Branch		12.00 mi. Pt. King Lumber Co. mill spur No. 1 King Lumber Co. mill spur No. 2	1,109 2,017	824 500	1,109 2,017	1,256 1,045
Built Dec., 1912 Built Dec. 1912 70.2 Laketon siding 71.8 Danaber—passing track 75.4 Built Nov., 1911—extended July, 1912 and Nov., 1912 Built Nov., 1911—extended May, 1912 Built Nov., 1911 79.6 Seney No. 1 siding north No. 1 siding south Coal trestle No. 2 siding north	Danaber branch Spur No. 1 Spur No. 2	Pt.—2.97 mi.	1,800 1,609 883	1,229 913	1,800 1,038	821 500 1,229 913
80.4 Built Nov., 1911 88.0 Dreggs—passing track 90.6 Built Nov., 1912 92.7 Built June, 1912—extended Nov. 1912 95.2 Creighton—passing spur Log spur 95.6 Acres log spur—60 lb 98.9 Clement spur 101.0 Star siding 104.5 Shingleton siding W. connection M., M. & N. R'y E. connection M., M. & N. R'y Log spur 107.4 Evelyn—"Y" conn. east leg "Y" conn. west leg 108.5 Passing track Built Jan., 1912 111.5 Connors spur 112.5 Wetmore passing track Built Nov., 1911 116.7 Munising Junction "Y" connection 60 lb Siding—60 lb 117.9 Rice log spur—60 lb	New Seney spur Ducy spur Taken up—Nov., 1911 Taken up—Nov., 1912 Taken up—Nov., 1912 Siding depot—extended 1912 Spur on Evelyn passing track Taken up—Aug., 1912 Potato warehouse Taken up July, 1911	Walsh spur Taken up—Nov., 1912 Taken up—Nov., 1912 Connected with Munising R'y 60 lb rail 60 lb rail	1,811 1,975 1,216 750 855 495 1,498 65 415 677 1,020 1,160 1,583 1,832 729 822 495 500	440 1,175 750 495 1,400 1,180 677 1,020 1,160 585 96 415 495	1,811 1,975 1,400 1,180 1,583 1,833 822	700 580 720 495 1,400 1,180 677 1,020 1,160 500 450 822 495



### COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

## SIDE TRACKS—Continued

[illegible]

One track	364' taken up Dec., 1912	1,954	1,300
Ore trestle, N. side	Taken up Dec., 1912	458	
Ore trestle, S. side	Taken up Dec., 1912	458	
Charcoal track		131	131
East end side track		87	87
Empty car siding		668	668
		1,135	1,135
151.3 Gillette spur			
152.6 Marquette State Prison joint with M & S. E.	1,968'	984	984
Main track	259'	129	129
Crossover	445'	222	222
Lumber siding	144'	72	72
Spur inside wall			
153.5 C Furnace, joint with M & S. E.	1,256'	628	628
Kiln east of river	390'	195	195
New kiln	231'	116	116
Crossover	222'	618	618
Main track in shed	1,235'	253	253
North track in shed	505'	253	253
South track in shed	505'	253	253
Crossover to M. & S. E.	505'	253	253
Spur to Carp river	291'	146	146
Spur track to furnace	1,544'	772	772
	827'	414	414
Total length of side track—	56 lb rail—owned and exclusively	54,729	45,092
Total length of side track—	56 lb rail—apportioned to D., S. S. & A. and jointly used	3,762	2,708
Total length of side track—	60 lb rail—owned and exclusively	1,487	2,309
Total Sault Ste. Marie to Marquette		59,978	50,109
ST. IGNACE TO SOO JUNCTION:			
0.0 ST. IGNACE:			
Martel furnace			
Meat warehouse spur		1,206	1,206
Lake Shore central track		315	315
Lake Shore east track		1,582	1,582
Lake Shore west track		1,486	1,486
Spur near depot		1,356	1,356
Spur S. side shed		414	414
Spur S. side above		750	750
Spur N. of dock		530	530
		580	580

COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

SIDE TRACKS—Continued

Mile Post	Riggs—1911—Exhibit 1	Hansel—1912—Exhibit 15	Riggs—1913—Exhibit 1-A	1911		1912		1913	
				F. & P.	Frt.	F. & P.	Frt.	F. & P.	Frt.
				These columns show the length of Side Tracks in Feet					
	Spur lumber dock		450' taken up Sept., 1912	570	570	1,062	120		
	Siding north side		Extended 300'—Nov., 1912	762		173			
	Crossover			397		397			
	Spur South side			1,632					
	Main spur			1,180		1,632			
	Siding S. side			131		1,180			
	Crossover			1,579		131			
	Siding E. of coal shed			1,118		1,579			
	Siding E. of above			1,353		1,118			
	Scale siding			2,960		1,353			
	Mackinaw Lumber Co. spur			1,075		2,960			
	Spur E. of main line			1,619		1,075			
	Main track in gravel pit			1,241		1,619			
	Machine track			419		1,241			
	Loose track			715		419			
	Spur in pit								
		Omitted	Cedar yard spur						
			Spur to Jones & Kerry mill—extended 2,000'—Dec., 1912	281		281			
	Spur on sawmill branch			1,550		1,550			
	Main track on dock			540		540			
	Spur to turntable			530		530			
	Round house track			1,000		1,000			
	Siding west of coal shed			819		819			
	Coal shed track			1,661		1,661			
	1st siding W. of main line			171		171			
	Crossover north			173		173			
	Crossover south			2,113		2,113			
	1st siding E. of main line								
	Built Dec., 1912								
	Built 1913								
4.0	Reeve—Dock yard siding—60 lb		Spur on Jones & Kerry mill track	1,586		1,586			
7.0	Rugsten—Spur—60 lb	Brick yard siding	Temporary "Y" track	768		768			
7.8	Nero spur	Extended Dec., 1912	Passing track—60 lb rail	1,110		1,110			
10.1	Altenville siding			960		960			

# 11.1/Moran—passing track

	Extended Nov., 1911		1,803	5,426	1,803
No. 1 mill spur—loading spur				808	808
Berst's spur				460	460
Old track taken up, relaid and extended, 1912				600	600
Extended Nov., 1912				743	368
Spur to river—60 lb				1,150	761
Spur to river spur				664	664
17.5 Bissell river spur				1,080	1,080
19.6 Kenneth—passing track				2,000	2,000
Mill spur				590	590
20.8 Murray spur				544	544
23.1 Osark spur to mills				1,806	1,806
Bark spur				555	555
Book & Grover mill				1,025	1,025
25.4 Dell spur				1,030	1,030
27.7 Trout Lake—passing track No. 1				971	971
Passing track No. 2				1,190	1,190
E. side of south "Y"				1,689	1,689
E. leg E. "Y"				288	288
W. leg E. "Y"—60 lb				1,975	1,975
North "Y" conn.—60 lb				1,865	1,865
Mill spur				452	452
Built 1913				1,420	1,420
31.4 Cana spur				228	228
32.2 Cheesborough spur—60 lb				1,122	1,122
North branch—60 lb				296	296
32.3 Built Nov., 1911				2,380	782
33.7 Fiborn Junction—passing track				1,844	1,844
Siding at quarry				2,150	2,150
Spur to engine house				635	635
Spur to open pit				1,955	1,955
Spur to new crusher				445	445
Spur on above				320	320
New pocket in pit				720	720
Screening track in pit				395	395



LOWER FREIGHT YARD:

Freight yard	Standard Oil spur	244	244			
Standard Oil spur	Siding No. 1	701	701			
East freight spur	Siding No. 2	417	417			
1st track west of freight house	Siding No. 3	1,250	1,250			
2nd track west of freight house	Siding No. 4	780	780			
3rd track west of freight house	Siding No. 5	975	975			
Stub track No. 1	Siding No. 6	850	850			
Stub track No. 2	Siding No. 7	710	710			
Stub track No. 3	Siding No. 8	610	610			
Engine house lead		460	460			
Engine house tracks		700	700			
Cinder pit track		185	185			
Old car shed, east side		427	427			
Old car shed, west side		412	412			
LOWEY YARD						
Sambrook's mill spur	Ely yard No. 1	674	674			
1st track west of main line	No. 2	1,230	1,230			1,230
2nd track west of main line	No. 3	1,430	1,430			1,430
3rd track west of main line	No. 4	1,630	1,630			1,630
4th track west of main line	No. 5	1,410	1,409			1,410
Stub track on above	No. 6	320	1,172			320
Stub track west of above		450	1,263			450
Ely yard track No. 6		873	893			873
West track from diamond crossing to engine house	Omitted	2,150				2,150
Spur at west end of above track	Omitted	575				575
Car wheel spur	Car repair track No. 2	460	454			460
Lake St. branch connection		348	348			
M. & S. E. crossover at gas house	Omitted	75				
Lake Street siding No. 1	Lake St. branch	1,104	1,104			
Built Oct., 1911	Lake Street siding No. 2	977	977			
Built May, 1913		781	781			
Lake Street round house	Taken up—1911					
Omitted	Crossover	110				
COAL DOCKS						
Main track Pickard's dock		1,507	1,507			
Diamond crossing in Lake St. to end of Spear's dock		1,292	1,292			

COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

SIDE TRACKS—Continued

Mile Post	Riggs—1911—Exhibit 1	Hansel—1912—Exhibit 15	Riggs—1913—Exhibit 1-A	1911		1912		1913	
				F & P.	Per.	F & P.	Per.	F & P.	Per.
				These columns show the length of Side Tracks in Feet					
	Connection with Lake St. branch			392		392		392	
	Diamond crossing to connection with dock track								
	Stub track under dock	Spur near bulkhead	Same as 1911	247		367		247	
	Spur next to coal shed			735		600		735	
	Spur to msla. dock	Omitted		774		774		774	
	Spur next to warehouse			944				944	
	Spur on Spear's dock			485		370		485	
	Spur to old dock	Taken up, 1912		572		115			
	Spur on Spear's coal dock			181					
	Jt. crossover M. & S. E. R. R.	131' Jt. crossover L. S. & I.	130' Crossover to M. & S. E.	435		435		435	
	Jt. crossover M. & S. E. R. R.	146' Jt. crossover near L. S. & I. depot	150' Crossover near M. & S. E. depot	66		65		65	
				74		75		75	
	DEPOT YARD								
	Crossover between main tracks			180		180		180	
	Head track to station	Omitted		820		820		820	
	Crossover at station			106		106		106	
	Coach track No. 1 S			710		710		710	
	Coach track No. 2 S			710		710		710	
	Coach track No. 3 S			550		550		550	
	N. spur W. of depot			400				400	
	S. spur W. of depot			350				350	
	ONE DOCKS:								
	Approach to lat switch—70 lb rail			1,181				1,181	
	North side pockets No. 1—70 lb rail	Approach to No. 5 ore docks	70 lb rail—Same as 1912	1,331		1,181		1,331	
	North side pockets No. 2—70 lb rail		70 lb rail	1,331		1,331		1,331	
	South side pockets No. 1—70 lb rail		70 lb rail	1,331		1,331		1,331	
	South side pockets No. 2—70 lb rail		70 lb rail	1,331		1,331		1,331	
	Track in cut to Diamond crossing in Lake st.—60 lb		60 lb rail	1,330		1,330		1,330	
	Siding on above			770		420		770	



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## SIDE TRACKS—Continued

### COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

Mile Post	Riggs—1911—Exhibit 1	Hansel—1912—Exhibit 15	Riggs—1913—Exhibit 1-A	1911			1912			1913		
				F. & P.	Frts.	Pam.	F. & P.	Frts.	Pam.	F. & P.	Frts.	Pam.
111.7B	Queen Mine—Coal trestle jct. C. & N. W. 540' Track east of Negaunee Mine switch Crossover to Queen Mine yard Blue Mine connection Negaunee Mine—joint with C. & N. W. R'y and L. S. & I. R'y	Removed during the spring of 1912			270							
106.8			Branch 0.80 mi. D., S. & A. owns ¼=0.27 mi.									
	Track No. 2 shaft	1,029'	1,029'	343								1,425
	Coal trestle track	478'	478'	159								282
	Stock track	716'	716'	239								535
	Shovel track	206'	206'	69								
	No. 1 shaft	1,521'	1,521'	507								
	Siding at shaft	767'	767'	256								
	Timber track	672'	672'	224								
	Coal trestle	1,149'	1,149'	383								
	Coal trestle No. 2 track	603'	603'	201								
	Steam shovel track	191'	191'	64								
	Spur to Rolling Mill mine	Negaunee and Palmer branch	4.19 mi.	906								
	Pocket track	Milwaukee Mine branch	1.74 mi.									
	Coal track			1,250								1,250
	Breitung Hematite Mine—½ interest C. & N. W.	1,887'	1,887'	615								615
	Main track	1,147'	1,147'									
	Track No. 1	184'	184'	944								943
	Crossover	758'	758'	574								573
	Spur No. 1—No. 1 shaft	631'	631'	92								92
	Spur No. 2—No. 1 shaft	481'	481'	316								379
	Coal trestle—all D., S. & A.	Extended Sept., 1911	Extended Sept., 1911	307								307
		Extended Sept., 1911	Extended Sept., 1911	450								515

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### COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

## SIDE TRACKS—Continued

Mile Post	Riggs—1911—Exhibit 1	Hansel—1912—Exhibit 15	Riggs—1913—Exhibit 1-A	1911		1912		1913	
				F & P.	Pas.	F & P.	Pas.	F & P.	Pas.
	Built 1913 Built 1913		748' 436'						
	Volunteer Mine—old location End of M. & P. branch Spur to Mine Siding at old shaft Siding on above Wood spur Switch back Spur on above C. & N. W. connection Spur on C. & N. W. back Stock track No. 1 Stock track No. 2	Taken up		71 2,361 848 524 248 600 350 300 300 1,536 400		2,361 848 524 248 600 350 300 300 1,536 400 393			374 218 2,361 848 524 248 600 350 300 300 1,536 400
	Spur								
166.8	Negaunee All tracks about Negaunee	Ore track No. 1 N No. 2 N No. 1 S No. 2 S Crossover to "Y" Negaunee "Y" C. F. & L. spur C. F. & L. coal track Coal shed north side C. F. & L. shed Crossover Depot passing track Crossover east Crossover west		18,540		1,935 1,683 1,460 1,218			1,935 1,683 1,460 1,218 200 904 682 780 975 433 196 924

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## COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

## SIDE TRACKS—Continued

Mile Post	Riggs—1911—Exhibit 1	Hansel—1912—Exhibit 15	Riggs—1913—Exhibit 1-A	1911		1912		1913																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
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### COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

## SIDE TRACKS—Continued

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COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

SIDE TRACKS—Continued

Mile Post	Riggs—1911—Exhibit 1	Hansel—1912—Exhibit 15	Riggs—1913—Exhibit 1-A	1911		1912		1913	
				F. & P.	Per. F. & P.	F. & P.	Per. F. & P.	F. & P.	Per. F. & P.
				These columns show the length of Side Tracks in Feet					
		No. 4	467'			233			
	Built 1912 and 1913								223
181.6	Humboldt			1,796	1,796	1,796	1,796	1,590	1,590
	1st track south of main line			1,590	1,590	1,590	1,590	1,416	1,416
	2nd track south of main line			1,416	1,416	1,416	1,416	1,398	1,398
	3rd track south of main line			239	239	239	239	1,198	1,198
	Ore track								
	Track N. of main line			1,398	1,398	1,398	1,398	1,198	1,198
	"Y" track			1,198	1,198	1,198	1,198		
	Republic branch								
		8.70 mi.							
0.00	Baron mine spur			2,300	2,300	2,300	2,300	2,300	2,300
	Lumber track			465	465	465	465	465	465
	Stock track			520	520	520	520	520	520
	Loading track			148	148	148	148	148	148
	Car track			712	712	712	712	712	712
	Midway siding			1,281	1,281	1,281	1,281	1,281	1,281
	Milwaukee Junction conn.			91	91	91	91	91	91
	Crusher track			522	522	522	522	522	522
	Pocket track			783	783	783	783	783	783
	Coal track			339	339	339	339	375	375
	Timber track			468	468	468	468	468	468
	Franklin pit spur No. 1			592	592	592	592	592	592
	Franklin pit spur No. 2			421	421	421	421	421	421
	Stock track			589	589	589	589	589	589
	Dock track			90	90	90	90	90	90
	Taken up								
8.5	Republic			315	315	315	315	315	315
	Levine spur			1,023	1,023	1,023	1,023	1,023	1,023
	Depot siding			330	330	330	330	330	330
	Engine house spur			947	947	947	947	947	947
	Old Kloman branch			45	45	45	45	45	45
	Scale track								
	Taken up								

8.7 Republic Mine Yard—Joint C. & N. W. and C., M. & St. P.

Mine track	2,216'	2,216'	739	2,953	739	1,715	739
Stock pile No. 1	350'	350'	117	200	117	1,492	117
Loading dock	300'	300'	100		100	1,990	100
Crossover No. 1	148'	148'	49		49	299	49
Crossover No. 2	150'	150'	50		50	501	50
Scales siding	810'	925'	270		308	112	270
Coal trestle	450'	450'	150		150	501	150
Loading dock S. end	1,350'	1,350'	450		450	646	450
Machine shop siding	925'	925'	308		308	501	308
Main joint track	1,815'	1,815'	605		607	501	607
West Republic mine track	3,924'	3,924'	1,098		1,098	501	1,098
Stock pile	429'	429'	143		143	501	143
Shaft	800'	800'	267		267	501	267
Steam shovel	1,049'	1,049'	350		350	501	349

185.7 Champion

Passing track	1,981'	1,981'	990	2,953	748	1,715	748
Crossover	1,295'	1,295'	647	200	647	1,492	1,492
Main transfer siding—C. M. & St. P.	182'	182'	91		91	1,990	91
Transfer	328'	328'	164		164	299	164
East end conn.						112	
West end conn.						501	

Champion mine branch

All D., S. S. & A.—0.98 mi.

193.3 Michigamme

Log spur east end No. 1 yard			748		748		748
Log spur east end No. 2 yard			1,492		1,492		1,492
Old mine siding			1,715		1,715		1,715
Mill track			1,990		1,990		1,990
C. & N. W. connection			299		299		299
C. & N. W. connection			112		112		112
Spur west of depot			501		501		501
Spur N. of main line			646		646		646
Dining car spur							
Track at depot							
Engine house spur							
Turntable							
No. 1 engine house stall							

# COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

## SIDE TRACKS—Continued

Mile Post	Riggs—1911—Exhibit 1	Hassel—1912—Exhibit 15	Riggs—1913—Exhibit 1-A
No. 2 engine house stall Cinder track Built Nov., 1912			
Webster mine siding			
Crossover			
Imperial mine pocket spur			
Crossover			
Stock pile track			
Coal trestle			
Portland mine dump track			
Passing track			
Stock track			
Built June, 1912			
800' Beaufort branch—joint C. & N. W. Beaufort branch Ohio shaft			
Siding			
Coal track			
Timber spur			
Norwood siding			
Beaufort siding			
Run around			
Three Lakes—passing track			
Neutoria			
Siding on Houghton Division			
Coal trestle No. 1			
No. 2			



Swedish Coal "Y" track	Omitted	1201 787	1,102	1,102	1201 787	1,102
Total length of side track—56 lb rails—owned and exclusively used by D., S. S. & A.		50,438	190,762	3,688	52,214	66,464
Total length of side track—56 lb rail—apportioned to D., S. S. & A. and jointly used		0	50,993	0	0	3,757
Total length of side track—60 lb rail—owned and exclusively used by D., S. S. & A.		0	13,193	0	0	3,049
Total length of side track—70 lb rail—owned and exclusively used by D., S. S. & A.		0	6,777	0	0	0
Total Marquette to Nestoria		50,438	261,725	3,688	52,214	73,270
NESTORIA TO HOUGHTON:					4,348	7,094
2.5 Birch—freight spur	Partly taken up Dec., 1912		350	350		
5.7 Tama—freight spur			1,008	1,008		
7.4 Summit						512
Dining car spur	Extended	1,361		1,361		1,176
Siding No. 1	Shortened		1,521	1,521	1,511	765
Siding No. 2			526	526		526
Spur			661	661		
8.3 Shirley—wood spur	Passing track					
9.0 Herman—spur	Wood spur	800				800
Passing track						
12.4 Taylor Junction—spur	Same as 1912		1,263	1,263	1,263	713
14.5 Bovine—spur	Same as 1912		713	713		524
14.6 Brennan spur			524	524		
16.8 L'Anse						
Siding lower yard	Dock tr.		757	757		757
Spur			179	179		179
Cedar yard			1,214			
Spur	On hill		1,025	1,025		1,025
Spur W. of tank			350	350	350	304
Team track	Track No. 1		304		300	
Engine house		300			412	
Coal shed		1,148			1,148	
Passing track						
	0.75 mi Third rail—Marshall Butters mill					730
Built Dec., 1912	Third rail—shop track—Marshall Butters mill					178
Built Dec., 1912						

## SIDE TRACKS—Continued

## COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

Mile Post	Riggs—1911—Exhibit 1	Hansel—1912—Exhibit 1 5	Riggs—1913—Exhibit 1-A	1911			1912			1913		
				F. & P.	Frt.	Pam.	F. & P.	Frt.	Pam.	F. & P.	Frt.	Pam.
				These columns show the length of Side Tracks in Feet								
			Third rail—mill track— Marshall Butters mill 930' Marshall Butter Co. main track Engine house track No. 2	1,651						200	465 1,830	
22.1	Baraga—siding	Now part of storage track	0.46 mi.									
	Built Dec., 1912	Mill branch			530			475			475	
	Built Dec., 1912	Shortened			340			600			600	
		Extended			1,705		3,189		3,189			
	Storage siding	Connected with 1,651' siding			999			710			710	
	Baraga Lumber Co. mill	Shortened			387			387			387	
	Ferry dock track											
	Built Nov., 1912											
	Built 1912	Storage siding crossover						195		195		
24.5	Assinnins spur				278			278			278	
25.1	Seney—log spur				436		1,698	436		1,698		
26.6	Iron Bridge—passing track		Taken up Dec., 1912	1,698								
28.5	Keweenaw Bay											
	Coal track											
	Mass warehouse				921		921	492		921	492	
	Mill coal track							675			675	
	Team track				313		2,393	313		2,393	313	
	Passing track			2,393								
30.1	Newton—siding											
32.4	Arnheim	Quarry branch	0.69 mi.									
	Mill siding				917			917		917		
	Passing track											
35.0	Mullen—spur				1,115		1,500	1,115		1,500	1,115	
35.8	Farley—spur				900			900			900	
37.9	Fouchette—spur		Taken up Dec., 1912		355			794			285	
39.5	Built Nov., 1912		Danielson spur		285			285			285	
											400	



### COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

## SIDE TRACKS—Continued

Mile Post	Riggs—1911—Exhibit 1	Hamel—1912—Exhibit 15	Riggs—1913—Exhibit 1-A	1911 F & P. Fr't.	1911 Pass. F & P.	1912 Fr't.	1912 Pass. F & P.	1913 Fr't.	1913 Pass. F & P.
	NESTORIA TO STATE LINE: 200.9 Siding on Duluth line S. Siding on Duluth line N. Crossover Car repair spur Scaler dead rail								
205.3	Built Dec., 1912								
206.8	King Lake—spur								
211.0	Vermilac—passing track								
213.4	Murphy—track								
214.0	Murphy Pit—wood spur								
	Spur No. 1								
	Spur No. 2								
214.4	461' built July, 1911—extended Dec., 1911	Foy Mill—spur							
215.0	Covington—Oakley spur Track								
215.5	Built June, 1913								
	Paquette Mill spur	Mill branch							
216.5	Leo—spur No. 1								
	Spur No. 2								
217.1	Opa!—spur								
217.7	Robinson—spur								
218.7	Watson—track								
220.0	Hutula—spur								
221.0	Perch—passing track								
221.9	Koeler—spur								
224.1	Sidnaw North conn. South conn. Pocket—wood spur	Taken up							

Forster and Eilsen spur—joint	1,900'	1,900'	1,490'	950	950
C. M. & St. P.	918'	918'	1,490'	459	459
Diamond Match Co.	529'	529'	1,500'	264	264
Unloading spur					
Passing track					
227.7 Anthony—passing track				1,490	1,490
Built 1913				1,441	1,441
230.0 Kitchie—passing track					2,497
223.3 Kenton					
Withley passing track					
Frost R. R. conn.				1,295	1,295
Kroll's mill				305	305
Planing mill				1,131	1,131
Planing mill spur				352	352
Coal shed				515	515
Slab track				350	350
Depot siding				139	139
235.2 Jumbo—spur				2,005	2,005
239.1 Trout Creek				779	779
East siding					
Planing mill					
Lumber spur					
West siding					
Omitted					
Depot track					
Trout Creek Mfg. Co. branch					
Lumber track					
Shingle mill					
Passing track					
Weidman branch					
7.47 mi.—S. south owns metal only—operated by W. Co.					
South Shore ballasted track					
Passing track at dam					
Spur at station 170					
Spur at Black Pat shanty					
Lumber track No. 1					
No. 2					
No. 3					
Wood track					
Engine house spur					
Spur at tramway					

# COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

## SIDE TRACKS—Continued

Mile Post	Riggs—1911—Exhibit 1	Hansel—1912—Exhibit 15	Riggs—1913—Exhibit 1-A	1911		1912		1913	
				F. & P.	Pass.	F. & P.	Pass.	F. & P.	Pass.
				These columns show the length of Side Tracks in Feet					
241.9	Agate spur	Extended 100' May, 1912	Spur at bridge No. 314	603		709		709	
243.1	Built 1913							690	
244.3	Falls spur					500		500	
244.5	Basco spur								
	Built March, 1912	Basco branch	1.35 mi.			500		450	
245.0	Built March, 1912	Spur No. 1		332		450		750	
	Built Nov., 1912	No. 2				1,470		1,470	
246.5	Paynesville—passing track	Ruby gravel track	Log spur					1,879	
	Spur								
248.2	Gen spur			1,430		1,430		1,430	
249.0	Bruce's Crossing—old mill spur			480		480		480	
250.5	St. Collins—passing track			300		300		300	
250.8	Built in 1913			361		361		361	
252.5	Baltimore Branch—Spur No. 1	M. P. 250.1	Same as 1912	2,012		2,012		2,012	
	No. 2								
	No. 3	Baltimore branch	Spur at bridge No. 317						
			58.5 mi.						
255.3	Even			150		150		150	
	Warehouse track			72		72		72	
	Saw mill spur			255		255		255	
	Spur on above								
	West leg of "Y"								
	Switch at Jensen's branch								
	Built 1912	Jensen's Mill branch	1.00 mi.	535		535		535	
	Built 1912	Spur at mill		927		927		927	
	Built 1912	Warehouse		434		434		434	
	Built Sept., 1912	Log track		898		898		898	
	Built Sept., 1912	Lumber track							
	Built Sept., 1912	East planing mill spur							
	Built Sept., 1912	West planing mill spur							
	Coal shed			665		665		665	

On coal shed Passing track Built Oct., 1912	4061 1,403	West passing track	4061 1,403	4061 1,403	4061 1,403
250.5 Lindstedt spur	550		550	550	550
261.2 Matchwood spur	623		623	623	623
263.5 Groesbeck—passing track	2,013		2,013	2,013	2,013
264.7 Topas—spur	545		545	545	545
267.5 Built Nov., 1912	445		445	445	445
269.7 Bergland	2,935		2,935	2,935	2,935
Mill spur to dock	720		720	720	720
Mill pond					
Passing track	1,650		1,650	1,650	1,650
Spur on Bergland branch	560		560	560	560
272.3 Lake Gogebic—passing track	1,573		1,573	1,544	1,544
280.1 Camp Francis—Spur No. 1 north side	338		338	338	338
Built Nov., 1911				784	784
Built Dec., 1911				527	527
Built 1913					
281.4 Built Dec., 1911					
282.0 Tula—passing track	1,203		1,203	8,160	8,160
Mill spur	1,300		1,300	1,203	1,203
287.7 Thomson				1,300	1,300
Siding south side	2,354		2,354	2,354	2,354
Engine house spur	754		754	759	759
Engine house siding	465		465	465	465
Engine house 16	1,496		1,496	1,496	1,496
Turntable	60		60	60	60
Coal shed	930		930	930	930
"Y" track west leg	753		753	753	753
"Y" track east leg	1,330		1,330	1,330	1,330
No. 9 stall	368		368	368	368
No. 10 stall	250		250	250	250
Siding No. side	1,426		1,426	1,426	1,426
Crossover	187		187	187	187
Siding N. of coal shed	520		520	520	520
Repair spur	955		955	955	955
Run around track	1,612		1,612	1,612	1,612



# COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

## SIDE TRACKS—Continued

Mile Post	Riggs—1911—Exhibit 1	Hansel—1912—Exhibit 15	Riggs—1913—Exhibit 1-A	1911			1912			1913		
				F. & P.	Frt.	Pass.	F. & P.	Frt.	Pass.	F. & P.	Frt.	Pass.
				These columns show the length of Side Tracks in Feet			Side Tracks in Feet			Side Tracks in Feet		
	Heater spur Built Oct., 1912		Passing track		218			218				
290.1	Planter spur											
292.1	Abitose—passing track				400			400			400	
292.8	Massie—log spur				2,012			2,012			2,012	
293.9		Bessemer branch	2.23 mi.		473			473			473	
	Track at Bessemer											
294.1	Erickson spur Built Dec., 1912		Spur No. 2 340' Taken up Dec., 1912	1,030	245		1,030	248			1,030	
294.7	North Bessemer log spur				940			940			940	
295.3	Woodroy—log spur				484			484			484	
296.7	Black River—spur				365			483			485	
297.7	Silberg—spur		Extended Dec., 1911		492			612			612	
300.5	Montreal—passing track		Extended Dec., 1911	1,650			1,650			1,650		
301.2	Built Nov., 1911	Junet—log spur						250			250	
	Total length of side track—	56 lb rail—owned and exclusively	used by D., S. S. & A.	24,107	63,576	0		56,052		48,363	70,480	0
	Total length of side track—	56 lb rail—apportioned to D., S. S. & A. and jointly used			1,673			1,673			1,673	
	Total Nestoria to State Line			24,107	65,249	0	43,735	57,725	0	48,363	72,153	0





Total	59,978	11.36	50,746	9.61	50,109	9.49	64,212	53,681	51,462	40,073	2,080	1,253
St. Ignace to Soo Jct.	56	18,021	3.41	Not given	11,955	2.27	50,746	9.61	50,109	9.49	64,212	53,681
Total	18,021	3.41	50,746	9.61	50,109	9.49	64,212	53,681	51,462	40,073	2,080	1,253
Total F. & P. East of Marquette	77,999	14.77	62,701	11.88	72,228	13.68	83,494	69,801	63,617	40,539	79,836	73,540
Freight	76,212	14.43	104,587	19.80	64,786	12.27	81,547	68,172	106,029	82,566	74,504	67,637
Sault Ste. Marie to Marquette	56	19,353	3.66	Not given	27,529	5.21	104,587	19.80	64,786	12.27	81,547	68,172
Total	102,438	19.39	104,587	19.80	94,022	17.80	109,781	91,771	106,029	82,566	103,982	95,699
St. Ignace to Soo Jct.	56	53,140	10.06	Not given	72,525	13.74	72,525	13.74	64,271	12.17	73,911	67,099
Total	62,222	11.78	72,525	13.74	68,626	12.99	66,804	55,844	73,578	57,296	77,700	70,979
Total Freight East of Marquette	164,660	31.17	177,112	33.54	162,648	30.79	176,585	147,915	179,607	139,862	181,082	166,678

## COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

## SIDE TRACKS—Continued

	1911				1912				1913				1911				1912				1913			
	Length of Side Tracks		Weight of rail lbs per yd.	Length of Side Tracks	Weight of rail lbs per yd.	Length of Side Tracks		Length of Side Tracks	Deductions as per above note			C.R.	P.V.	C.R.		P.V.	C.R.		P.V.	C.R.	P.V.			
	Feet	Miles				Feet	Miles		No. of Turn-outs	C.R.	%			P.V.	Per Mile		Total	Per Mile				Total		
PASSENGER																								
Sault Ste. Marie to Marquette			Not given	145	0.03	56	1,185	0.22																
St. Ignace to Soo Jet.						† 56	1,184	0.22																
Total Passenger	0	0		145	0.03		2,369	0.44	1			0	0		161		125	2,707	2,462					
Total Freight and Passenger	77,990	14.77		62,701	11.58		* 72,228	* 13.68	187			83,494	60,801		63,617		40,539	* 70,536	* 73,540					
Total Freight	164,660	31.17		177,112	33.54		* 162,648	* 30.79	308			176,585	147,615		179,607		139,892	* 181,682	* 166,676					
Total East of Marquette	242,659	45.94		230,958	45.45		237,245	44.91	496			260,079	217,416		243,385		180,526	264,225	242,660					
MARQUETTE TO HOUGHTON																								
FREIGHT AND PASSENGER			Not given	53,176	10.07	56	52,214	9.89	176	18	3,168	60	1,901		53,925		41,992	60,046	54,511					
Marquette to Nestoria	50,438	9.55		53,176	10.07		52,214	9.89				53,969	45,117		53,925		41,992	56,878	52,610					
Total	50,438	9.55		53,176	10.07		52,214	9.89	63	18	1,134	69	690		53,925		41,992	56,878	52,610					
Nestoria to Houghton	13,768	2.61	Not given	20,496	3.88	56	20,747	3.93				14,732	12,215		20,777		16,180	23,850	21,690					
Total	13,768	2.61		20,496	3.88		20,747	3.93				14,732	12,215		20,777		16,180	23,850	21,690					

Total F. & P. Marquette to Houghton	50,438	9.55	53,176	10.07	52,214	9.80	53,969	45,117	53,925	41,902	56,378	55.11
	64,206	12.16	73,672	13.95	72,961	13.82	68,701	57,432	74,702	58,172	76,003	72,590
FREIGHT												
Marquette to Nestoria	56	Not given	247,972	46.97	• 60,464	12.50	204,115	170,037	5,355	4,170	195,865	76,434 • 69,388
	+56	36.13			3,757	0.71	54,563	45,613				4,397
	60	9.66			3,049	0.58	14,446	12,072				3,922
	70	2.50					7,848	6,554				3,264
		1.28										
		</										

## COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

## SIDE TRACKS—Continued

	1911				1912				1913				1911				1912				1913	
	Length of Side Tracks		Weight of rail lbs per yd.	Weight of rail lbs per yd.	Length of Side Tracks		Weight of rail lbs per yd.	Weight of rail lbs per yd.	Length of Side Tracks	No. of Turn-outs	Deductions as per above note		C.R.	P.V.	C.R.		P.V.	C.R.	P.V.			
	Feet	Miles			Feet	Miles					Feet	Miles			C.R. %	P.V.				Per Mile	Total	Per Mile
Nestoria to Houghton																						
Marquette to Houghton																						
Total Ore	64,206	12.16			73,672	13.95			168,121	31.48				57,432				186,385	171,738			
Total F. & P.	304,148	57.60			283,561	53.71			* 113,915	21.58	247			326,365	272,823			79,603	73,590			
Total Freight	4,508	0.77			4,716	0.80			7,606	1.44	16			4,340	3,628			223,971	116,359			
Total Passenger																		8,459	7,768			
Total Marquette to Houghton	372,410	70.53			361,949	68.55			* 362,603	68.68	941			399,406	333,983			285,854	401,095			
Houghton																			369,475			
NESTORIA TO STATE LINE																						
FREIGHT AND PASSENGER	24,107	4.57	56	Not given	43,735	8.28	56		* 48,363	9.16	106	18	1,008/60	25,795	21,564	5,355	44,339	34,528	55,617			
																			1,908			
Total	24,107	4.57			43,735	8.28			* 48,363	9.16	106			25,795	21,564		44,339	34,528	53,709			
																			40,346			
FREIGHT	63,576	12.04	56	Not given	56,052	10.62	56		* 70,480	13.35				68,026	56,988	5,355	56,870	44,285	81,052			
	1,673	0.32	56		1,673	0.32	56		1,673	0.32				1,790	1,497	5,355	1,713	1,334	1,924			
											87	18	1,566/60									
																			82,976			
																			1,566			
																			940			



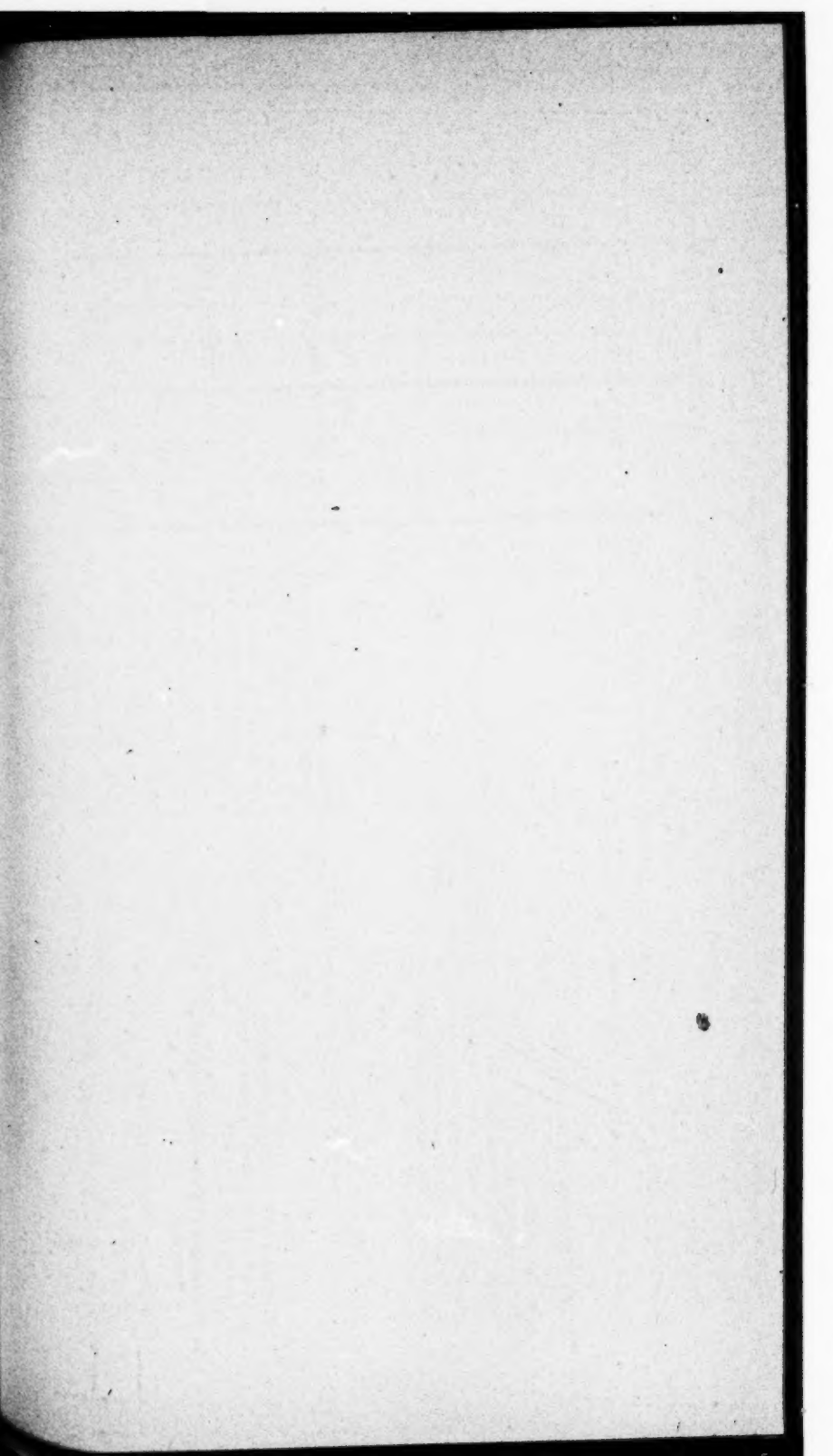
Total	65,349 24,107	12.34 4.57	57,725 43,735	10.94 8.28	* 72,153 48,363	* 13.67 9.16	87 106	69,516 25,795	59,553 44,339	45,619 34,528	81,410 53,700	74,281 49,346
Total Nestora to State Line	89,356	16.93	101,460	19.22	* 120,516	* 22.83	193	95,611	102,922	80,147	* 135,119	* 123,734
Total East of Marquette	242,659	45.94	239,958	45.45	237,245	44.91	496	260,079	243,385	189,526	264,225	242,650
Total Marquette to Houghton	372,410	70.53	361,949	68.55	* 362,603	* 68.67	941	399,406	367,086	285,854	* 401,095	* 309,475
Total Nestora to State Line	89,356	16.93	101,460	19.22	* 120,516	* 22.83	193	95,611	102,922	80,147	* 135,119	* 123,734
Total in Michigan	704,425	133.40	703,367	133.22	720,364	136.42	1,630	755,096	713,393	555,527	800,439	735,586

# RECAPITULATION

## SIDE TRACKS

	1911		1912		1913		1911		1912		1913	
	Feet	Miles	Feet	Miles	Feet	Miles	C.R.	P.V.	C.R.	P.V.	C.R.	P.V.
<b>FREIGHT AND PASSENGER</b>												
East of Marquette	77,990	14.77	62,701	11.88	72,228	13.68	83,494	60,801	63,617	40,539	79,836	73,540
Marquette to Houghton	46,206	12.16	73,672	13.95	72,961	13.82	68,701	57,432	74,702	58,172	79,603	73,590
Nestoria to State Line	24,107	4.57	43,735	8.28	48,363	9.16	25,795	21,564	44,339	34,528	53,709	49,346
Total	166,312	31.50	180,108	34.11	193,552	36.66	177,990	148,797	182,658	142,239	213,148	196,476
<b>FREIGHT</b>												
East of Marquette	164,660	31.17	177,112	33.54	162,648	30.79	176,585	147,615	179,607	139,802	181,682	166,678
Marquette to Houghton	304,148	57.60	283,561	53.71	113,915	21.58	326,365	272,823	287,618	223,971	126,648	116,359
Nestoria to State Line	65,249	12.36	57,725	10.94	72,153	13.67	69,816	58,365	58,583	45,619	81,410	74,388
Total	534,057	101.13	518,398	98.19	348,716	66.04	572,766	478,803	525,806	409,452	389,740	357,425
<b>PASSENGER</b>												
East of Marquette	4,506	0.77	145	0.03	2,369	0.44	4,340	3,628	161	125	2,707	2,462
Marquette to Houghton			4,716	0.89	7,606	1.44			4,766	3,711	8,459	7,768
Nestoria to State Line												
Total	4,056	0.77	4,861	0.92	9,975	1.88	4,340	3,628	4,927	3,836	11,166	10,230
<b>ORE</b>												
East of Marquette					168,121	31.84					186,385	171,758
Marquette to Houghton												
Nestoria to State Line												
Total					168,121	31.84					186,385	171,758
<b>Total Freight and Passenger</b>												
Total Freight	166,312	31.50	180,108	34.11	193,552	36.66	177,990	148,797	182,658	142,239	213,148	196,476
Total Passenger	534,057	101.13	518,398	98.19	348,716	66.04	572,766	478,803	525,806	409,452	389,740	357,425
Total Ore	4,056	0.77	4,861	0.92	9,975	1.88	4,340	3,628	4,927	3,836	11,166	10,230
Total in Michigan	704,425	133.40	703,367	133.22	730,364	136.42	755,096	531,228	713,363	555,527	800,439	735,889
Added by Mr. Ruggs in Exhibit 50							55,928	105,158				
Modified Total							811,022	736,386				

\*\* Due to a change in the unit prices, the total in 1911 was modified as shown in the Recapitulation. The unit prices used are the same as those used in the 1913 statement.



### COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

Riggs—1911—Exhibit 1	Hansel—1912—Exhibit 15	Riggs—1913—Exhibit 1-A	1911		1912		1913						
			C.R.	%	P.V.	C.R.	%	P.V.	C.R.	%	P.V.		
SAULT STE. MARIE TO MARQUETTE													
SAULT STE. MARIE: The new passenger station, and all other buildings on the land acquired since 1900 by the Soo Depot Co. treated under "Terminals." The old D., S. S. & A. passenger station, reported in 1900 has been moved and about \$1,000 expended upon it. Now in use as Soo Depot Terminal freight office.			\$		\$		\$		\$		\$		\$
Freight house 22'x62'x16'—frame, shingle roof, 1,364 sq. ft. @ \$1.00	Same	Freight house near passenger station included in terminals	1,364	75	1,023	1,364	65	887					
Additions, frame, R. R. R. roof—built 1901—26'x100'x12'—2, 600 sq. ft. @ \$1.00	Same	Included in terminals	2,600	85	2,210	2,600	85	2,210					
		Remeasured—frame building, B. & B. supported on posts, composition roof, 26'x108½'—west 69' used as U. S. Customs office and warehouse—east end used	2,080	80	1,664	2,080	75	1,560					
Freight shed (1897)—1 story frame 26'x80'x9'—tar felt roof—8 windows—1 door—5 freight doors—2,080 sq. ft. @ \$1.00	Same	Transfer freight office, 2,821 sq. ft. @ \$1.00—\$2,821 D., S. S. & A.—½ interest—located St. Mary's Transfer Yard											
Transfer office 8'x16'x10' (1896)—128 sq. ft. @ \$1.50 per sq. ft.		Same, except it is now an open platform in St. Mary's Transfer Yard—\$749—½ interest	192	75	144				1,410	80	1,128		
Transfer shed (1896) 8'x312'—2,496 sq. ft. @ 30c per sq. ft.			749	75	562				374	75	280		
Platform 12'x62', 34'x200', 8'x100'—8,344 sq. ft. @ 12½c		Platform at Customs Office and Transfer Office, 6'x108', 8'x400', 8'x108'—3" material supported on posts 4' above rail, 4,712 sq. ft. @ 25c—\$1,178—¼ interest	1,043	75	782								

Omitted	Omitted	Yardmaster's office—B. & B. shingle roof, supported on posts 16'x24'x12' high—384 sq. ft. @ \$1.00—384— $\frac{1}{2}$ interest	F.	1,900	80	1,280	1,000	75	1,200	1,600	80	192	80	153
Omitted	Omitted	Water closet 4x6—\$30— $\frac{1}{2}$ int.	F.									15	50	8
Omitted	Omitted	Water closet 4x6x7—\$30— $\frac{1}{2}$ int. Commissary Building, frame, shingle roof, drop siding, ceiled inside, 16 $\frac{1}{2}$ x28 $\frac{1}{2}$ x12" high—470 sq. ft.	F.									15	75	11
Called sleeping car house in shops, engine houses and turntables—Schedule	Same as 1911		P.									940	90	846
BRIMLEY:	Same—16'x50'x12'		F. & P.	1,600	80	1,280	1,000	75	1,200	1,600	80	1,280		
Combination passenger and freight station	Same		F. & P.	429	80	343	429	80	343	429	80	343		
Platform, plank, 16'x83'—12'x50'—16'x94'—3,432 sq. ft. @ 12 $\frac{1}{2}$ c	Same		P.	420	75	315	420	60	252	420	75	315		
WELLSBURG:	Same		F.	270	75	202	270	60	102	270	75	202		
Passenger depot 14'x15'x13'—210 sq. ft. @ \$2.00	Same		F. & P.	68	90	61	68	90	61	68	90	61		
Freight depot 12'x15'x8 $\frac{1}{2}$ '—180 sq. ft. @ \$1.50	Same			429	50	214	429	50	214					
Both frame structure, shingle roof—moved from Soo, 1901	Same													
Cinder platform (1900) 8'x35'—680 sq. ft. @ 10c	Same													
Old freight house 13'x22'x6' (1887) B. & B.—268 sq. ft. @ \$1.50	Same	Removed												
	Telegraph office, frame, shingle roof—9'x3'x7'—81 sq. ft. @ \$1.25	Same as 1912	F. & P.				101	80	81	101	80	81		
In Miscellaneous Building Schedule														
STRONGS:														
Depot 16'x24'x8'—frame building with shingle roof (1899)—384 sq. ft. @ \$1.50	Same		F. & P.	576	85	490	576	80	461	576	50	288		
Cinder platform (1899) 8'x38'—304 sq. ft. @ 10c	Same		F. & P.	30	90	27	30	90	27	30	90	27		
EGERMAN:														
Passenger depot, frame, shingle roof, 12'x32'x8'—384 sq. ft. @ \$2.00	Same		P.	768	80	614	768	80	614	768	80	614		
Old passenger depot, frame with shingle roof, 8'x8'x7'—64 sq. ft. @ \$2.00	Omitted		F.	128	50	64	133	40	53	128	50	64		
Freight depot—old box car 8'x32'x8'	Same		F.	133	50	66				133	50	66		
Cinder platform with limestone curbing 8'x75'—600 sq. ft. @ 14c	Same		F. & P.	84	90	76	84	90	76	84	90	76		

COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS STATION BUILDINGS AND FIXTURES—Continued

Riggs—1911—Exhibit 1	Hansel—1912—Exhibit 15	Riggs—1913—Exhibit 1-A	Allo- cation	1911		1912		1913	
				C.R.	%	C.R.	%	C.R.	%
				\$	\$	\$	\$	\$	\$
SOO JUNCTION: Combination passenger and freight station— overhauled and addition built 1906 Platform 12'x112'—wood (1907) 1,344 sq. ft. @ 12½¢	Same	Same	F & P.	2,500	90	2,250	75	1,875	90
	Same	Plank 1,600 sq. ft. @ 12½¢	F & P.	168	90	151	90	151	200
	Same	Screenings, 3,060 sq. ft. @ 10¢	F & P.					306	100
	Same	Same	F & P.	40	65	26	65	40	65
SAGE: Platform (1900) 16'x20'—320 sq. ft. @ 12½¢									
NEWBERRY: Passenger depot 20'x48'x12'—built 1908 of concrete block on concrete foundation— asbestos tile comp. roof—contains waiting room, office, baggage room, two toilets, two ticket windows, etc., coal bin under depot— 960 sq. ft. @ \$2.50	Same	Same	P.	2,400	95	2,280	95	2,280	95
	Same	Extension made during 1913— estimated	P.					1,000	100
	Same	Same	F & P.	154	100	154	90	139	154
	Same	Station burned 1913—new build- ing 1913—estimated cost	F.	1,056	80	845	75	792	2,000
Freight platform (1881)—rebuilt 1902—12'x64', 8'x64', 8'x22', 8'x22'—1,632 sq. ft. @ 12½¢	Same	Same	F.	204	75	153	75	153	204
DOLLARVILLE: Combination passenger and freight depot (1881) frame building, shingle roof, 22'x69'x12'— 1,078 sq. ft. @ \$1.50	Omitted	Same	F & P.	1,617	55	889		1,617	55
Platform 12'x64', 8'x44' (1902) 1,120 sq. ft. @ 12½¢	Same	Same	F & P.	140	75	105	75	105	140
McMILLAN: Depot burned June, 1906—Old building for- merly at Matchwood.	Box Car (New Depot under construction)	Station—new 1912—frame 24'x64' ceiled inside, drop siding outside composition roof	F & P.	400	50	200	50	66	1,772
Platform (1902) 8'x77', 8'x77', 8'x44'—1,584 sq. ft. @ \$10¢	Omitted	Same	F & P.	158	90	142		158	100



# LAKETON:

Cinder platform (1898) assumed 8'x90'—480 sq. ft. @ 10c  
None there

DANABER:  
Wood platform 12'x23'—276 sq. ft. @ 12½¢

SENEY:  
Passenger depot, frame building, shingle roof, overhauled 1901—15'x25'x11'—375 sq. ft. @ \$2.00  
Passenger platform 6'x70'—wood—420 sq. ft. @ 12½¢  
Freight house 31'x50'x12'—annex 14'x24'x10' 12'x30'x10'—2,246 sq. ft. @ \$1.00, frame building with shingle roof  
Freight platform—600 sq. ft. @ 12½¢

SHINGLETON:  
Depot 22'x65'x12'—1, 430 sq. ft.—frame building, shingle roof—1,430 sq. ft. @ \$1.50  
2,145 sq. ft.—½ interest with M. & N. W.  
Platform, wood, 8'x89', 10'x89', 12'x44', 9'x121'—3,220 sq. ft. @ 12½¢—\$402 ½ interest

Platform—Cinders with limestone curbing—built 1909—6'x112'—672 sq. ft. @ 14c

WETMORE:  
Passenger depot—built 1881—frame building, shingle roof, 15'x25'x20'—375 sq. ft. @ \$2.00  
Passenger platform (1900)—assumed to be 6'x70'—420 sq. ft. @ 12½¢

Freight house—frame building—shingle roof, 20'x26'x12'—620 sq. ft. @ \$1.50  
Freight platform—12'x150' and 8'x30' (1909)—2,040 sq. ft. @ 12½¢

Same  
Depot—small shanty

Same

Same  
Same

Same  
Same

Same

Same

Same

Same  
New inventory, limestone screening, 10'x100'—1,000 sq. ft. @ 12½¢

Same  
Same

43

90

43

90

43

90

F. & P.

26

34

26

75

34

75

F. & P.

39

75

39

75

39

75

P.

52

75

52

75

52

70

F.

858

80

858

80

1,072

80

F. & P.

151

75

121

60

201

75

F. & P.

94

100

89

95

94

100

F. & P.

412

55

375

50

412

55

P.

88

70

36

70

36

70

P.

468

60

380

50

468

60

F.

166

65

166

65

255

65

F.



COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS STATION BUILDINGS AND FIXTURES—Continued

Riggs—1911—Exhibit 1	Hansel—1912—Exhibit 15	Riggs—1913—Exhibit 1-A	Allo- cation	1911		1912		1913	
				C.R.	P.V.	C.R.	P.V.	C.R.	P.V.
<b>MUNING JUNCTION</b> Combination freight and passenger depot— frame building, shingle roof (1907)—15'x23'- 29½'—414 sq. ft. @ \$1.50—\$621 ½ interest Platform wood 7'x148', 6½'x148', 9'x12', 6'x64', 1897—2,400 sq. ft. @ 12½¢	Same Same except ½ interest	Same Same except 2,400 ft. @ 12½¢ \$311—½ interest	F & P. F & P.	310 311	80 50	248 156	186 156	310 156	80 50
<b>AU TRAIN:</b> Depot, frame, shingle roof, built 1881—over- hauled 1901—15'x25'x12'—375 sq. ft. @ \$2.00 Platform—wood—built 1902—16'x36', 5½'x46', 12'x61'—1,561 sq. ft. @ 12½¢	Same Same	Same Same	F & P. F & P.	750 195	80 70	600 136	525 136	750 195	80 70
<b>ROCK RIVER:</b> Platform—cinders—8'x80'—640 sq. ft. @ 10¢ (1903) Freight depot 8'x16'x8'—rebuilt in 1910—128 sq. ft.	Same Omitted	Same Same	F & P. F & P.	64 192	90 100	58 192	58 192	64 192	90 75
<b>OSOTA:</b> Platform (1894)—12'x105'—1,260 sq. ft. @ 12½¢	Same	Same	F & P.	158	50	79	79	158	50
<b>DIERDON:</b> Depot, frame, shingle roof, complete general repairs in 1904—15'x25'x12'—375 sq. ft. @ \$2.00 Cinder platform—built 1904—8'x60'—480 sq. ft. @ 10¢	Same Same	Same Same	F & P. F & P.	750 48	85 90	638 43	600 43	750 48	85 50
<b>WHITEFISH:</b> Platform, cinder, built 1898—5'x60'—300 sq. ft. @ 10¢.	Same	Same	F & P.	30	90	27	27	30	90

SAND RIVER:  
Depot and pump house—burned 1907 and re-  
built—14½'x20½'x13'—384 sq. ft. @ \$1.50 Same (1902)  
Platform (1907)—10'x27'—270 sq. ft. @ 12½¢ Same (1902)

GORDON:  
Cinder platform (1893)—assumed 480 sq. ft.  
@ 10¢ Same

CHOCOLAT:  
Portable depot, open front—built 1909—9'x16'-  
x7'—144 sq. ft. @ \$1.25 Same  
Cinder platform (1909)—10'x100'—1,000 sq. ft.  
@ 10¢ Same

# ST. IGNACE TO SOO JUNCTION

ST. IGNACE:  
Passenger depot—frame and shingle roof, 1887—  
21½'x53'x14½'—12'x12'x9', 14'x14'x11½'—  
1,480 sq. ft. @ \$2.00 Same  
Freight station—frame, shingle roof—1881—  
new roof and siding (1903)  
Freight office 31'x56'x14'—Shed 31'x97'x14'—  
house 31'x219'x14'—Shed 31'x56'x14'—13,268  
sq. ft. @ \$1.00—(Frame, shingle roof, 1881,  
new roof and siding 1903) Same

ALLENVILLE:  
Passenger depot—open face—Curry roof (1907)  
10'x16'x8'—160 sq. ft. @ \$1.25 Same  
Platform—gravel (1899)—8'x54'—432 sq. ft.  
@ 10¢ Same

Total Sault Ste. Marie

Same	576	95	547	576	95	547
Same	34	90	31	34	90	31
F. & P.						
Same	48	90	43	48	90	43
F. & P.						
Same—144 sq. ft. @ 50c	180	100	180	180	95	65
Same	100	100	100	100	95	95
F. & P.						
Total.....				30,598		24,756
Total Freight and Passenger.....						
Total Freight.....				14,707		11,886
Total Passenger.....				8,686		6,676
Ore, None.....				7,205		6,194
to Marquette.....						
	31,955		24,927	28,853		24,756
Same	2,960	65	1,924	2,960	65	1,924
P.						
Same	13,268	80	10,614	13,268	80	10,614
F.						
Platform—concrete, 3,000 sq. ft. @ 15c				450	100	450
P.						
Same except 160 sq. ft. @ 50c	200	90	180	200	90	72
F. & P.						
Same	43	90	39	43	90	39
F. & P.						

COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS STATION BUILDINGS AND FIXTURES—Continued

Riggs—1911—Exhibit 1	Hansel—1912—Exhibit 15	Riggs—1912—Exhibit 1-A	Allo- cation	1911		1912		1913	
				C.R.	%	P.V.	C.R.	%	P.V.
				\$		\$	\$		\$
<b>MORAN:</b> Passenger depot—frame building, shingle roof (1881) 16'x25'x11'—400 sq. ft. @ \$1.50 Platform—gravel 8'x69'—532 sq. ft. @ \$10c	Same E.	Same	F & P. F & P.	600 55	50 90	300 50	600 55	50 90	300 50
<b>KENNETT:</b> Platform—gravel 8'x56'—528 sq. ft. @ 10c	Same	Same	F & P.	53	90	48	53	90	48
<b>ORASK:</b> Depot—old box car (8'x30'x6') Platform—gravel 8'x50'—400 sq. ft. @ 10c	Same Same	Same Same	F & P. F & P.	133 40	50 90	66 36	133 40	50 90	66 36
<b>THOCT LAKE:</b> Passenger station—frame building, shingle roof, 38'x20'x20'—760 sq. ft. @ \$2.00 \$1,520— $\frac{1}{2}$ interest	Same	Same—Living rooms upstairs for agent Remeasured Annex 18'x30'x12', 18'x30'x12', 18' x30'x12'—1,620 sq. ft. @ \$1.00 — $\frac{1}{2}$ interest	F & P.	760	70	532	760	70	532
Annex—open shed, 18'x30'x11'—540 sq. ft. @ 50c—\$270— $\frac{1}{2}$ interest	Same	New data—Screenings 200'x12'— 2,400 sq. ft. @ 10c along D, S, S. & A. track Plank, 1,994 sq. ft. in front of building, D, S. S. & A. track	F & P.	135	70	94	135	70	94
Platform 12'x300 (1887), 12'x190' (1907)—5,880 sq. ft. @ 12 $\frac{1}{2}$ c	Same	Same	F & P.	735	60	441	735	60	441
<b>FRIBRE:</b> Depot—old box car	Same	Same	F & P.	133	50	66	133	50	66
<b>HENDRIE:</b> Platform—cinders, 8'x90'—480 sq. ft. @ 10c	Same	Same	F & P.	48	90	43	48	90	43
Total							19,921		15,278

## MARQUETTE

Freight house—frame—single roof (1881)—  
30'x102'x12'—3,000 sq. ft. @ \$1.00

Platform—wood—1,800 sq. ft. @ 12 1/4¢

None there

No

New

Same, except no unit cost

Same

22

Costs

Same  
Freight office, lower yard—  
16'x63'x15', frame, 1,008  
sq. ft. @ \$1.00

Station new at corner 3rd St. and tracks, brick 40'x130'—prepared roofing, 8" walls and 13" pillars, steel roof trusses, concrete floor and foundation, hot water heating plant, electric light in building and on platform. Flat form 10'x250', wood—total actual cost.

53

[illegible]

COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS STATION BUILDINGS AND FIXTURES—Continued

Riggs—1911—Exhibit 1	Hansel—1912—Exhibit 15	Riggs—1913—Exhibit 1-A	Allo- cation	1911		1912		1913	
				C.R.	P.V.	C.R.	P.V.	C.R.	P.V.
<b>SOUTH EAGLE MILLS:</b> Platform—cinder (1892) 51½'x30'—330 sq. ft. Same		Non Railway use		\$	\$	\$	\$	\$	\$
				33	90	33	90		
<b>NEGATIVES:</b> Depot—1910—one story—pressed brick build- ing 112'x22½'x14' asbestos shingle roof—over- hangs 8 feet. contains Women's waiting room 15½'x21'—women's toilet with 2 stools and basin—Men's toilet has 1 stool and 1 urinal. General waiting room 53'x15'. Baggage room 21'x20'—Western Express 17'x11'—American Express 17'x11'—Con- crete floors reinforced—excavated for base- ment 26'x22'x9'—furnace room—steam heat- ed—large boiler—29 windows—9 single doors —4 double doors. Waiting room and offices have tiled floors. 2,464 sq. ft. @ \$6.50—\$16,016—½ interest Passenger platform (1911)—concrete—average 7" thick—14'x145' and 10'x227'—4,300 sq. ft.—22'x78', 30'x10', 15'x20', 21'x25', 23'x10' 3,178 sq. ft.—7, 478 sq. ft. @ 20¢—\$1,516— ½ interest Freight depot—old passenger station—frame building, shingle roof—22½'x33'—2,092 sq. ft. @ \$1.00 Platform—wood—930 sq. ft. @ 12½¢		Same as 1911	P.	8,008	100	8,008	8,500	100	8,008
		Same							
	Same	Same	P.	748	100	748	748	100	748
	Sold	Taken up		2,092	50	1,040			
	Same	Station included, local freight office passenger and freight de- pot, 1884—30'x30', slate roof, rebuilt with con- crete foundations, steam heat, 1912—2,700 sq. ft. @ \$1.25		116	50	58	116	50	58
			F.			3,375	70	2,362	3,900
								80	3,168

This building was moved from south side of track in 1912.



# COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

## STATION BUILDINGS AND FIXTURES—Continued

Riggs—1911—Exhibit 1	Hansel—1912—Exhibit 15	Riggs—1913—Exhibit 1-A	Allo- cation	1911		1912		1913	
				C.R.	%	P.V.	C.R.	%	P.V.
Passenger platform—built 1902—12'x58', 4'x58', 6'x20', 12'x20', 2'x48'—2,440 sq. ft. @ 121 <sup>5</sup> / <sub>8</sub> c	Same	Same	F & P.	\$	305	70	\$	305	70
<b>REPUBLIC:</b>									
Depot—1 story frame building—drop siding—Carey roof—9 windows—3 single doors—2 sliding freight doors—2 stoves—concrete flooring—2 ticket windows—building contains freight house, office and waiting room 40'x16'x13'—640 sq. ft. @ \$1.50	Same	Same	F & P.	\$	960	100	\$	960	100
Under platform—10'x74', 5'x74'—1,110 sq. ft. @ 10c.	Same	Same	F & P.	\$	111	100	\$	111	100
<b>CHAMPION:</b>									
Passenger depot—1887—frame, shingle roof—painted 1906—16'x16x10½', 14'x20'x10½', 24'x52'x12'—1,784 sq. ft. @ \$2.00	Same except ½ interest	Same	P.	\$	1,784	60	\$	1,784	60
Passenger platform (wood) 1902—12'x84', 12'x24', 20'x24', 12'x94', 12'x84'—3,912 sq. ft. @ 121 <sup>5</sup> / <sub>8</sub> c	Same	Same	P.	\$	489	70	\$	489	70
Freight depot—frame, shingle roof—1865—new roof 1906—26'x57'x12'—2,262 sq. ft. @ \$1.00	Same	Same	F.	\$	2,262	50	\$	2,262	50
Freight platform—1902—13'x122', 12'x26', 8'x26'—2,106 sq. ft. wood @ 121 <sup>5</sup> / <sub>8</sub> c	Same	Same	F.	\$	263	75	\$	263	75
In Miscellaneous Buildings	In Miscellaneous Buildings	Express office (1887), frame, shingle roof, 14'x20'x11'—280 sq. ft. @ \$2.00	P.						
<b>MICHIGAMME:</b>									
Depot—frame, comp. roof—one story lap siding—11 windows—1 ticket window—3 doors—2 sliding doors—built 1899—20'x65'x12'—1,300 sq. ft. @ \$1.50	Same	Same	F & P.	\$	1,950	80	\$	1,950	80
Platform—16'x50', 8'x32', 8'x20', 12'x108', 7'x32'—3,376 sq. ft. wood @ 121 <sup>5</sup> / <sub>8</sub> c	Same	Same	F & P.	\$	422	75	\$	422	75



3
3
2
3
3
2
3
3
2

COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS STATION BUILDINGS AND FIXTURES—Continued

Riggs—1911—Exhibit 1	Hansel—1912—Exhibit 15	Riggs—1913—Exhibit 1-A	Allo- cation	1911		1912		1913	
				C.R.	P.V.	C.R.	%	C.R.	%
				\$	\$	\$	%	\$	%
<b>L'ANSE:</b>									
Depot—2 stories high—shingle roof—built 1906									
—20'x56'—1,120 sq. ft. @ \$2.50	Same	Same	F. & P.	2,800	2,520	2,800	90	2,800	90
Platform—built 1907—2' plank—11'x88'—968 sq. ft. @ 12½¢	Same	Same	F. & P.	121	109	121	90	121	90
<b>BARAGA:</b>									
Depot—frame, shingle roof, built 1892—20'x64'x12'—1,280 sq. ft. @ \$1.50	Same	Same	F. & P.	1,920	1,440	1,920	75	1,920	75
Platform—wood—rebuilt 1902—16'x72', 8'x20' 10'x205'—3,362 sq. ft. @ 12½¢	Same	Same	F. & P.	420	294	420	70	420	70
<b>MISSION:</b>									
Platform—cinders—built 1904—7½'x60, 8'x16'	ASHTINE: Platform—cinders—built 1904—7½'x160'—450 sq. ft. @ 10c	MISSION: Same as 1911	F. & P.	58	52	45	80	58	90
—578 sq. ft. @ 10c	Same	Same	F. & P.	32	27	32	85	32	85
Fish platform—built 1900—8'x16'x4½'—128 sq. ft. @ 25c									
<b>KEWENAW BAY:</b>									
Depot 24'x50'x16'—built 1899—two story frame building—1st. floor contains freight room									
24'x24'—waiting room 16'x24'—office 12'x30'									
—2nd floor, 7 rooms, pantry, hall and three closets—26 windows—18 doors—2 sliding freight doors—2 ticket windows—composition									
roof—1,344 sq. ft. @ \$2.50—\$3,360—½ int.	Same	Same	F. & P.	1,680	1,344	1,680	80	1,680	80
Platform—wood—2' plank—1899-1904—10'x48', 20'x20', 24'x56'—2,224 sq. ft. @ 12½¢	Same	Same—½ interest	F. & P.	278	208	278	75	139	75
<b>NEWTON:</b>									
Platform—cinder—built 1904—8'x75'—600 sq. ft.	Same	Same	F. & P.	60	54	60	90	60	90

AREVIL: Depot—Open face—built 1909. Platform—cinder—built 1900	Same	Same	180	95	171	95	171	72	95	68
	Same	Same	48	90	43	90	43	48	90	43
CHASSELL: Depot—frame, shingle roof (1893)—20'x64'x12' —1,280 sq. ft. @ \$1.50 Platform—built 1904—16'x84', 20'x20', 16'x82' —3,056 sq. ft. @ 12½¢	Same	Same	1,920	75	1,440	75	1,440	1,920	75	1,440
	Same	Same	382	75	286	75	286	382	75	286
PILGRIM: Platform—sand—built 1907—8'x80'—640 sq. ft. @ 10¢	Same	Same	64	90	58	90	58	64	90	58
HOUGHTON: Freight house—frame, shingle roof, 1883— 20'x108'x13'—2,160 sq. ft. @ \$1.00 Platform—wood—built 1883—21'x138', 30'x20' 3,498 sq. ft. @ 12½¢ Transfer platform—wood—(1892)—18'x134'— 2,412 sq. ft. @ 25¢ Transfer shed—13'x256'x8'—with 12' platform —3,328 sq. ft. @ 30¢	Same except 22'x141'x13'— 3,102 sq. ft. @ \$1.00	Same	2,160	55	1,188	60	1,861	2,160	55	1,188
	Same	Same	437	50	218	50	218	437	50	218
	Same except 7'x441', 30'x 32',—3,747 sq. ft. @ 25¢	Same	603	50	302	50	468	603	50	302
	Same	Same	998	85	848	85	848	998	85	848
Total								14,530		10,939
Total Freight and Passenger								10,332		8,383
Total Freight								4,198		2,556
Total Passenger—None										
Total Ore—None										
Total Nestoria to Houghton	Total Marquette to Nestoria	Total Marquette to Houghton	14,334	10,704	6,097		11,781	14,530		10,939
			64,725	54,234	69,772		57,389	79,250		68,995
Total Marquette to Houghton			79,039	64,938	85,809		69,170	93,780		79,634
Same	Same	Same	40	90	36	40	90	36	40	90
F. & P.										

NESTORIA TO STATE LINE										
VERMILAC: Platform, cinders 8'x50' (1900)—400 sq. ft. @ 10¢										

# NESTORIA TO STATE LINE

VERMILAC: Platform, cinders 8'x50' (1900)—400 sq. ft. @ 10¢	Same	Same	40	90	36	40	90	36	40	90
F. & P.										

# COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS STATION BUILDINGS AND FIXTURES—Continued

	Riggs—1911—Exhibit 1	Hansel—1912—Exhibit 15	Riggs—1913—Exhibit 1-A	Allo- cation	1911			1912			1913		
					C.R.	%	P.V.	C.R.	%	P.V.	C.R.	%	P.V.
MURPHY:					\$		\$	\$		\$	\$		\$
Platform—cinders (1900)—8'x45'—384 sq. ft. @ 10c	Same	Same	Same	F.& P.	38	90	34	38	90	34	38	90	34
Office—frame, shingle roof—9'x9'x7'—61 sq. ft. Same	Same	Same	Same	F.& P.	121	90	109	121	90	109	121	90	109
COVINGTON:													
Depot (1900) two story cement block building with freight house attached—20'x34'x17'— 1st floor, office, waiting room and express 2nd floor, 2 bed rooms, kitchen, hall, pantry, living and dining rooms—stove heat—16 windows—15 doors and 1 ticket window— Carey roof. Freight house attached—1 story 20'x22'x9'—2 sliding doors—1,120 sq. ft. all taken at an average of \$2.50	Same	Same except 720 sq. ft. @ 15c	Same	F.& P.	2,800	100	2,800	2,800	100	2,800	2,800	95	2,660
Platform—limestone screenings—cinder 1911— 12'x60'—720 sq. ft. @ 10c	Same	Same	Same	F.& P.	72	100	72	108	90	97	72	95	68
WATSON:													
Omitted	Platform — screenings — 8'x40'—320 sq. ft. @ 10c	Platform—cinder	Platform—cinder	F.& P.				32	80	26	25	75	19
PERCE:													
Platform—cinder (1900) 8'x50'—400 sq. ft. @ 10c	Same	Same	Same	F.& P.	40	90	36	40	90	36	40	90	36
SIDNAW:													
Depot—frame—high class, canopy shed 30 ft. on west end (1908-1910)—25'x50'—cement platform 12'x200' on D., S. S. & A. side— maple floors—western fir finish mantels— hot water heat—thoroughly modern and up- to-date, \$7,000	Same	Same	Same	F.& P.	3,375	100	3,365	3,375	95	3,206	3,375	95	3,206
2,250 sq. ft. building @ \$3.00—\$6,750— $\frac{1}{4}$ int.													
2,400 sq. ft. platform @ 20c													
Transfer shed, shingle roof (1895)—10'x16', 100'x7'—2,080 sq. ft. @ 30c— $\frac{1}{4}$ interest	Same	Same	Same	F.	312	90	281	312	90	281	312	90	281

<b>KITCHIE:</b> Passenger depot—frame, shingle roof (1892)— 16'x24'x12'—384 sq. ft. @ \$2.00 Platform—wood—11'x59'—649 sq. ft.	Omitted Same except screenings	Same Same as 1911	F & P. F & P.	768 81	70 50	538 40	97	70	68	768 81	50 50	384 40
<b>KENTON:</b> Depot—frame, shingle roof (1892)—16'x18'x10' 16'x16'x10', 13'x21'x14'—817 sq. ft. @ \$1.50 Platform (1898)—12'x63'—756 sq. ft. @ 12½¢	Same Same	Same Same	F & P. F & P.	1,225 94	70 55	858 52	1,225 94	70 55	858 52	1,225 94	70 55	858 52
<b>TROUT CREEK:</b> Depot—frame, shingle roof—built 1890, painted 1909—30'x34'x12'—1,020 sq. ft. @ \$1.50 Platform—14'x145'—2,030 sq. ft. limestone screenings.	Same Same	Same Same	F & P. F & P.	1,530 254	70 50	1,071 127	1,530 254	70 50	1,071 127	1,530 254	70 50	1,071 127
<b>AGATE:</b> Depot—R. & B. road (1900)—6'x12'x6'—72 sq. ft. @ \$1.50 Platform—cinders—8'x50'—400 sq. ft. @ 10¢	Omitted Same	Same Same	F & P. F & P.	108 40	85 90	92 36	40	90	36	108 40	85 90	92 36
<b>FALLS:</b> Platform—cinder (1900)—8'x50'—400 sq. ft. @ 16¢	Same	Same	F & P.	40	90	36	40	90	36	40	90	36
<b>PAYNESVILLE:</b> Depot (1911)—two story concrete block building with freight house attached—building 22'x36'x17'-8" —1st floor, office and waiting rooms—2nd floor, 2 bedrooms, living room, kitchen and pantry, hall and two closets— 16 windows, 13 doors, 1 counter. Freight house attached is 22'x20'-6" —2 sliding doors— composition roof—792 sq. ft.—2 story—451 sq. ft., 1 story—1,243 sq. ft. @ \$2.50	Same	Same	F & P.	3,107	100	3,107	3,000	100	3,000	3,108	95	2,953
Platform—wood (1895)—8'x52'—416 sq. ft. @ 12½¢	Screenings with concrete curb 8'x52'—800 sq. ft. @ 15¢	Platform—limestone screenings with concrete curb 8'x125'— —1,000 sq. ft. @ 15¢	F & P.	52	50	26	120	100	120	150	95	142
<b>GEM:</b> Omitted	Omitted	Station is half of a box car	F & P.							70	70	49

# COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

## STATION BUILDINGS AND FIXTURES—Continued

Riggs—1911—Exhibit 1	Hassel—1912—Exhibit 15	Riggs—1913—Exhibit 1-A	Allo- cation	1911		1912		1913	
				C.R.	P.V.	C.R.	P.V.	C.R.	P.V.
				\$	\$	\$	\$	\$	\$
<b>BRUCE'S CROSSING:</b>									
Depot—frame, shingle roof (1888)—20'x40'x12'	Same	Same	F.& P.	1,200	720	1,200	720	1,200	720
800 sq. ft. @ \$1.50									
Platform—cinders (1903)—12'x75'—400 sq. ft.	Same	Same	F.& P.	90	81	90	81	90	81
@ 10c									
<b>BALTIMORE:</b>									
Depot—frame, shingle roof (1903)—9'x9'x7'	Same	Should be telegraph office—81 sq.	F.& P.	122	110	122	110	57	51
81 sq. ft. @ \$1.50	Omitted	ft. @ \$70	F.& P.					25	22
Omitted		Platform—plank							
<b>EVEN:</b>									
Depot—frame, shingle roof (1891)—general	Same	Same	F.& P.	2,880	2,160	2,880	2,016	2,880	2,160
repairs 1902—20'x96'x12'—1,920 sq. ft.									
@ 1.50									
Platform—wood (1902)—16'x110', 14'x20'—	Same	Same	F.& P.	255	178	255	153	255	178
2,040 sq. ft. @ 12½c									
<b>MATHEWOOD:</b>									
Depot—1 story frame building—flat roof R. R.	Same	Same	F.& P.	576	461	576	461	576	461
R. (1905)—5 windows, 3 doors, 2 sliding									
doors, 2 stores, sides B. & R.—12'x48'x10'—									
576 sq. ft. @ \$1.00									
Platform—wood (1904)—14'x87'—1,218 sq. ft.	Same	Same	F.& P.	152	114	152	114	152	114
@ 12½c									
<b>GROESBECK:</b>									
Platform—cinder (1901)—estimated 400 sq. ft.	Same	Same	F.& P.	40	36	40	36	40	36
@ 10c									
<b>TOTAL:</b>									
Depot—12'x14'x7'—built 1905—addition 12'x	Same	Same	F.& P.	612	520	612	520	612	520
20'x8'—built 1910—comp. roof—408 sq. ft.									
@ \$1.50									
Platform—cinder—estimated 480 sq. ft. @ 10c	Same	Same except wood @ 12½c	F. & P.	48	43	48	43	60	54



BERGLAND: Depot—frame, shingle roof (1902)—16'x60'x12' —960 sq. ft. @ \$1.50 Platform—12'x80' and 12'x16'—1,152 sq. ft. @ 12½¢	Same	Same	1,440	85	1,224	1,440	75	1,080	1,440	85	1,224
	Same	Same	1,440	70	101	144	70	101	144	70	101
LAKE GOEBIC: Depot—frame, shingle roof—built 1893—new chimney 1902—12'x24'x12'—288 sq. ft. @ \$2.00 Platform (1903)—16'x24', 8'x32', 8'x8', 12'x64' —1,472 sq. ft. @ 12½¢ Dining hall (1898)—frame, shingle roof—24'x 32'x12'—768 sq. ft. @ \$1.50	Same	Same	576	75	432	576	70	403	576	75	432
	Same	Same	184	80	147	184	80	147	184	80	147
	Same	Same	1,152	80	922	1,152	80	922	1,152	80	922
	Same	Same									
TULSA: Platform—cinders (1910)—8'x50'—400 sq. ft. @ 10¢	Same	Same	40	90	36	40	90	36	40	90	36
	Same	Same									
THOMASTON: Passenger station—20'x50'—1,000 sq. ft. @ \$2 Passenger platform—2,000 sq. ft. @ 12½¢ Included in Miscellaneous Buildings	Same—built 1887—rebuilt 1903	Same	2,000	90	1,800	2,000	80	1,600	2,000	90	1,800
	Same	Same	250	75	188	250	75	188	250	75	188
	Freight house—frame 14'x24'x12' —336 sq. ft. @ \$1.00										
	In Miscellaneous Bldgs.	F.									
ARTOSSE: Platform—cinders (1900)—8'x50'—400 sq. ft. @ 10¢	Same	Same	40	90	36	40	90	36	40	90	36
	Same	Same									
BESSEMER: Depot—frame, shingle roof (1887)—20'x61'x14' —1,220 sq. ft. @ \$1.50 Platform (1904)—12'x27', 8'x20', 8'x50', 16'x20', 8'x77'—2,420 sq. ft. @ 12½¢	Same	Same	1,830	60	1,068	1,830	60	1,068	1,830	60	1,068
	Same	Same	302	75	226	302	75	226	302	75	226
	Same	Same									
NORTH BESSEMER: Depot—frame with iron roof (1901)—7'x31'x9' —217 sq. ft. @ \$1.00 Platform—cinder (1904)—6'x48'—288 sq. ft. @ 10¢	Depot—old box car	Same as 1912	217	85	184	150	50	75	150	50	75
	Same	Same	29	90	26	29	90	26	29	90	26
	Same	Same									



## COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

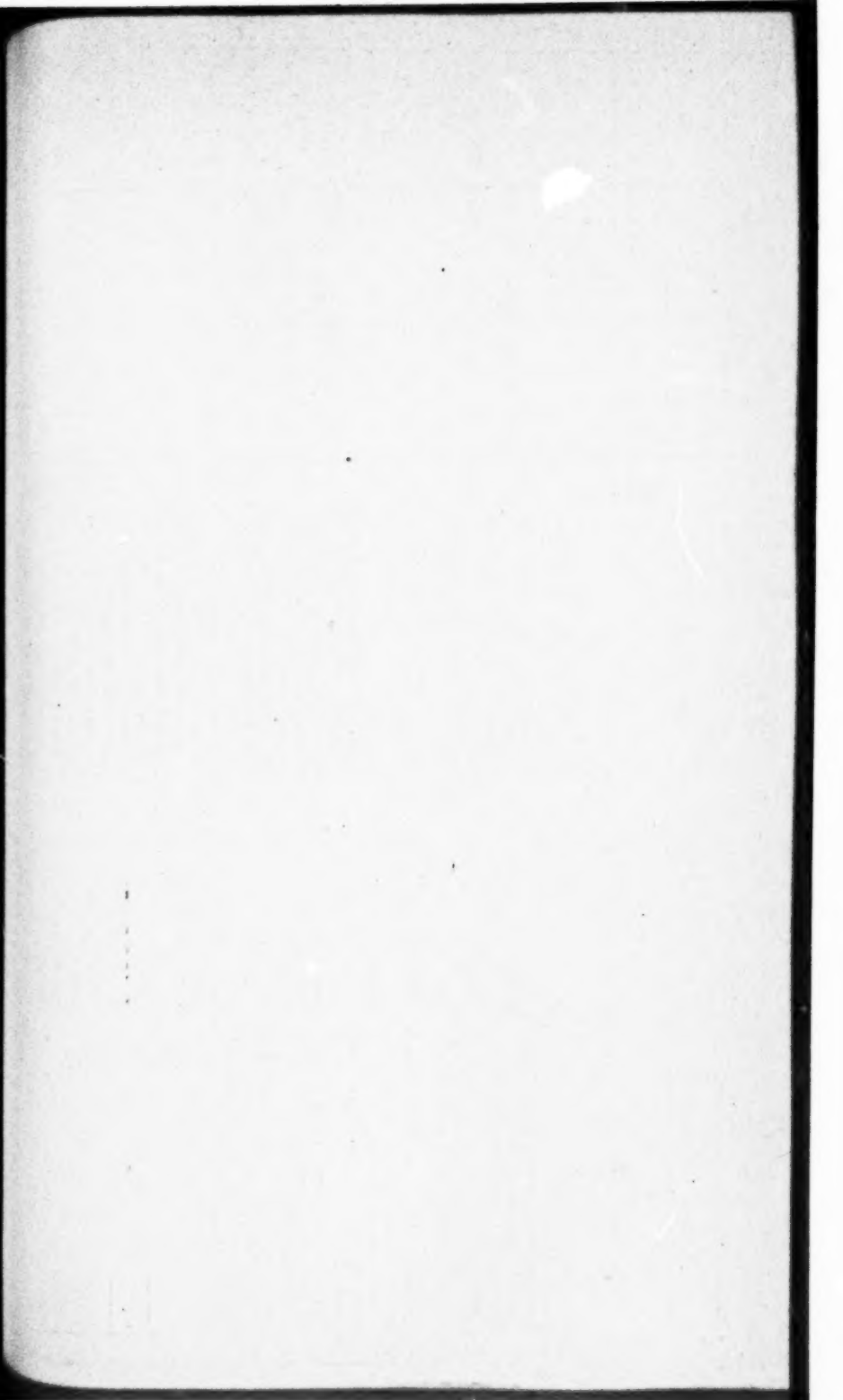
## STATION BUILDINGS AND FIXTURES—Continued

Riggs—1911—Exhibit 1	Hansel—1912—Exhibit 15	Riggs—1913—Exhibit 1-A	Allocation	1911		1912		1913			
				C.R.	%	P.V.	C.R.	%	P.V.	C.R.	%
MONTREAL: Platform—logs (1900)—8'x50'—400 sq. ft. Cinder—8'x50'—400 sq. ft. @ 12½¢          Total Nestoria to State Line	Same as 1911.          Total Freight and Passenger Total Freight Total Passenger Ore—None	F. & P.	\$		\$		\$		\$		
				50	90	45	40	90	36	50	90

## RECAPITULATION

## STATION BUILDINGS and FIXTURES

DIVISION	1911		1912		1913	
	C. R.	P. V.	C. R.	P. V.	C. R.	P. V.
Sault Ste. Marie to Marquette	\$ 31,955	\$ 24,927	\$ 28,833	\$ 21,482	\$ 30,598	\$ 24,756
St. Ignace to Soo Junction	19,163	14,433	19,163	13,107	19,921	15,278
Marquette to Nestoria	64,725	54,234	69,772	57,389	79,250	68,695
Nestoria to Houghton	14,334	10,704	16,097	11,781	14,530	10,939
Nestoria to State Line	28,806	24,094	27,898	22,701	29,241	23,800
Total in Michigan	158,983	128,392	161,783	126,460	173,540	143,468



## SHOPS, ENGINE HOUSES and TURNABLES

## COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

Riggs—1911—Exhibit 1	Hansel—1912—Exhibit 15	Riggs—1913—Exhibit 1—A	1911		1912		1913					
			Alloc- ation	C.R.	%	P.V.	C.R.	%	P.V.			
				\$		\$			\$			
EAST OF MARQUETTE SAULT STE. MARIE: Brick roundhouse—16 stalls—each 12' and 25' x 165'x20'—date roof—16 stalls @ \$1,800 Steel turntable—concrete pit—70 ft. long, con- structed 1907 Clinker pit—of 285'x5'—stone wall, rail carried on 12'x12' timber—53 lin. ft. @ \$5.00 Sand house—old box car—9'x27'x9'—288 sq. ft. Lamp house—frame, shingle roof, built 1899— 9'x9'x7'—41 sq. ft. @ \$1.50 Scales—Standard track, 1901—36 ft. @ \$35.00 per lin. ft. Car repair house—no record as to size—1906 Sleeping car house, frame, shingle roof (1902)— 26'x16'x12'—448 sq. ft. @ \$1.50 Car repair tool house—frame, Carey roof, built 1906—16'x20'x10'—320 sq. ft. @ \$1.50 Car repair store house—B. & B., built 1895— 8'x12'x6'—66 sq. ft. @ \$1.50 Built 1912-1913		Note:—All shops are joint with Soo Line. Replaced by new engine house, given below Same Replaced by new cinder pit given below Replaced by new sand house given below Not there Transferred to miscellaneous building schedule Can't identify See commentary bldg. in station build- ings schedule Car repair store house, frame, same size, shingle roof, 320 sq. ft. @ \$1.00 Same except called caremith shop Engine house, 1912-1913—frame, brick veneer inside, composition roof, concrete foundations and pits, cinder floors—12 stalls, 15' wide front—80' long—25' wide rear—front wall 22'— rear wall 20' high—actual cost Car repair tool house—15'x20'x14'— 300 sq. ft. @ \$1.50 Box car tool house Box car tool house for car repairs		28,800	80	23,040	28,800	75	21,600			
	Same		F & P.	4,200	95	3,990	4,200	90	3,780	4,200	95	3,990
	Same			415	50	208	415	50	208			
	Same			144	50	72	144	50	72			
	Same—built 1904			120	80	96	122	80	96			
	Same			1,260	90	1,134	1,260	80	1,008			
	Same			200	95	190	200	95	190			
	Same			672	85	571	672	80	538			
	Same		F & P.	480	95	456	480	90	432	320	50	160
	Same		F & P.	144	70	101	144	70	101	144	70	101
	Built 1912-1913											
										22,046	100	22,046
										450	50	225
Omitted	Omitted									144	70	108
Omitted	Omitted									144	70	108

Omitted  
Omitted  
Omitted



COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS—Continued SHOPS, ENGINE HOUSES AND TURNABLES

Riggs—1911—Exhibit 1	Hansel—1912—Exhibit 15	Riggs—1911—Exhibit 1-A	Allocation	1911			1912			1913		
				C.R.	%	P.V.	C.R.	%	P.V.	C.R.	%	P.V.
Turntable (Edgemore)—60 ft.—stone foundation (1881) Sand house (1881)—12'x15'x12'—180 sq. ft. @ \$1.50 Car repair house—frame, shingle roof (1881)—20'x48'x13'—400 sq. ft. @ \$1.00 Car repair store house—frame, B. & B. roof (1900)—5'x12'x6½'—60 sq. ft. @ \$1.50 Total at St. Ignace	Same—built 1888 Same—shingle roof Same Same Same	Same as 1911 Same Same Same	F & P. F & P. F & P. F & P.	\$ 3,480 270 900 90	50 50 50 85	1,740 135 480 76	3,500 270 900 90	50 50 50 80	1,750 135 480 72	3,480 270 900 90	50 50 50 85	\$ 1,740 135 480 76 5,740
SOO JUNCTION: Round house—2 stalls, built 1900—13' and 25'x64', 16' and 20'x64'—2 @ \$500.00 Total at Soo Junction	Same	Same	F.	1,600 1,600	80	1,280 1,280	1,600 1,600	80	1,280 1,280	1,600 1,600	80	1,280 1,280
Total East of Marquette		Total Freight and Passenger Total Freight		48,910		36,887	48,132		34,622			25,189
MARQUETTE TO HOUGHTON MARQUETTE: B. & B. shop—frame, shingle roof, built 1881, 30'x50'x12'—1,500 sq. ft. @ \$1.00 Machine shop—stone building, shingle roof, built 1881—24'x30'x16', 40'x37'x23', boiler room 26'x35'x11'—5,510 sq. ft. @ \$1.00 Roundhouse—stone building, R. R. R. roof, 10 stalls, each 12½' and 27½'x63½' ft.—1,270 sq. ft. each—4 stalls each 12½' and 25'x63'—1,181 sq. ft. each—14 stalls @ \$1,900	Omitted Not there	Same—Blacksmith shop in lower Mackinaw yard Not there Same—in lower yard	F & P. F & P.	1,500 5,510	50 50	750 2,755	1,500 5,510	50 50	750 2,755	1,500 5,510	50 50	750 2,755

Turntable—62 ft. iron (1895) brick lining and center Clinker pit (1881)—large, about 10'x50' @ \$1.00	Same except stone wall	Same—lower yard except stone pit, wall and center Same—in lower yard except 4'x50'—depressed track pit, 10'x75'—timber walls	F. & P.	3,016	70	2,111	3,000	60	1,800	3,016	70	2,111
Car smith house (1881)—8½'x19'x7', 8'x14'x7' (assumed to be two halves of old box cars)	2 old car bodies	Can't identify	F. & P.	250	50	125	250	40	100	500	50	250
Car smith house (1881)—15'x24'x11'—432 sq. ft. @ \$1.00	Car smith and scrap houses—12'x15'; 15'x22'; 10'x12'—696 sq. ft. @ \$1.00	Can't identify	F. & P.	133	50	66	250	50	125			
Pump repair house (1887)—near Third St., occupied by foreman of water stations—8'x10'—sq. ft. @ \$1.00	Same except 80 sq. ft. @ \$1.50	Can't identify	F. & P.	432	50	216	696	50	348			
Car smith shop (1887)—frame, shingle roof—15'x18'—270 sq. ft. @ \$1.00	Included above	Transferred to water stations schedule		80	60	48	120	60	72			
Car smith shop (1881)—frame, shingle roof—20½'x21½'x10½'—440 sq. ft. @ \$1.00	Can't identify	Same in upper yard near car shop	F. & P.	270	60	162				270	60	162
Paint shop (1887)—corrugated iron sides and roof—24'x208'x16'—7,032 sq. ft.	Can't identify	Can't identify		440	50	220						
Same except 24'x208'x16', 22'x72'x16'—	Same except 24'x208'x16', 22'x72'x16'—											
Addition to above—8'x48'x16'—384 sq. ft. This building is partly B. & B. sides with R. R. roof—7,416 sq. ft. @ 50c	Lean to—1902	Same in upper yard	F. & P.	3,708	70	2,596	3,528	70	2,470	3,708	70	2,596
B. & B. shop—built 1872—30'x48'—1,440 sq. ft. @ \$1.00	Same except 30'x50'—1,500 sq. ft.	Same as 1911 in upper yard	F. & P.	1,440	50	720	1,500	50	750	1,440	50	720
Car repair shop—shingle roof (1872)—30'x50'x12'—1,500 sq. ft. @ \$1.00	Omitted	Old Supt. office, lower yard, Jackson St., 1881, now used as yard office	F. & P.	1,500	50	750				1,500	50	750
Pattern store house (1872)—60'x30'—1,800 sq. ft. @ \$1.00	Same	Same—in upper yard	F. & P.	1,800	50	900	1,800	40	720	1,800	50	900
Roundhouse, office and oil house—and brick—built 1872	Can't identify	Can't identify		750	50	375						
Stone shops, adjacent to roundhouse—all under one roof, sandstone walls, shingle composition and tile roof, built 1881—dimensions taken from yard map—upper yard	Same except main building 1869 addition 1881											







COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS SHOPS, ENGINE HOUSES AND TURNABLES—Continued

Riggs—1911—Exhibit 1	Hassel—1912—Exhibit 15	Riggs—1913—Exhibit 1-A	1911			1912			1913		
			Allocation	C.R.	%	P.V.	C.R.	%	P.V.	C.R.	%
In miscellaneous buildings	Omitted	Old iron houses (2) storage—upper yard	F & P.			\$			\$		
In miscellaneous buildings	In miscellaneous buildings	Toilet at shops—upper yard, 1881—18'x20'—360 sq. ft. @ \$1.00	F & P.				100	50		100	50
In miscellaneous buildings	In miscellaneous buildings	Sand house—upper yard, 1900	F & P.				360	50		360	50
Omitted	Omitted	Car repair foreman's office, old box car body—Mackinaw yard	F.				410	80		410	80
Omitted	Omitted	Tool house—old box car body	F.				150	75		150	75
Omitted	Omitted	Tool house—built 1881—frame—11'x12'x7'—132 sq. ft. @ 75c	F.				150	50		150	50
Omitted	Omitted	Ore repair shed now used as barn	F.				90	50		90	50
Omitted	Omitted	Tool house—old car body	F.				100	50		100	50
Omitted	Omitted	Water closet—double	F.				75	50		75	50
Omitted	Omitted	Paint shed—12'x12'	F.				50	50		50	50
Omitted	Omitted	Car repair house—old box car body—10'x34'	P.				150	50		150	50
Total at Marquette			126996			89,557	120,122		83,500	164,091	123,061
NORTH LANSING:											
In miscellaneous buildings	In miscellaneous buildings	Carmith house, 1880—B. & B., shingle roof—10'x18'x7', 7'x9'x6'—243 sq. ft. @ \$1.00	F & P.							243	60
Total at North Lansing										243	146
SOUTH LANSING:											
Roundhouse—stone building, R. R. R. road—11½' and 25'x64'—built 1881—7 stalls @ \$1.00	Same	Same with brick front	O.	11,200	50	5,600	11,200	50	5,600	11,200	50
Turntable (1900)—50 ft.—\$55.13	Same	Same with timber pit walls and center	O.	2,900	80	2,320	2,900	80	2,320	800	50
Clinker pit, brick	Same—built 1881	Same	O.	250	50	125	250	50	125	250	50
Car repair shop—12'x18'x18'—216 sq. ft. @ \$1	Same—built 1881	Same	O.	216	70	151	216	70	151	216	70

Total at South Isipeming		O.		308	50	184
HUMBOLDT:				8,106	12,834	6,460
In miscellaneous buildings		Sand house, 1885—shingle roof—16'x 20'x11'—320 sq. ft. @ \$1.00 F. & P.		320	55	176
Total at Humboldt				320		176
<b>MICHIGAMME:</b>						
Round house—built 1872—brick, new roof, 1901	Same as 1911	F. & P.	3,200	80	2,560	80
R. R.—2 stalls @ \$1,600	Same	F. & P.	2,900	50	1,450	50
Turntable (Edgemore)—50'—1872	Same	F. & P.	205	50	102	50
Clinker pit (1902)—3'-9"x41'x4' @ \$5 per ft.	Same	F. & P.	1,600	50	800	102
Roundhouse—wooden, (old)—2 stalls @ \$800	Belongs to C. & N. W.					54
In miscellaneous buildings	Carmith house, 1902, frame B. & B. roof—8'x8'x8'—64 sq. ft. @ \$1.00	F. & P.	7,905	64	3,792	85
Total at Michigamme				6,369		4,166
<b>L'ANSE:</b>						
Roundhouse—stone—7 stalls @ \$1,600.00 (only one stall in use)	Same—built 1872	F. & P.	11,200	50	5,600	50
Machine shop—stone (now used as storehouse)—44'x84'—3,696 sq. ft. @ \$1.00	Same	F. & P.	3,696	50	1,848	50
Clinker pit—built fiscal year 1908	Same—4'x4'x22'	F. & P.	220	90	180	90
Total at L'Anse			15,116		3,028	198
<b>KEEWENAW BAY:</b>						
In miscellaneous buildings	Carmith house, 1901—iron roof—8'x 8'x8'—64 sq. ft. @ \$1.00	F. & P.				54
In miscellaneous buildings	Carmith shop, 1901	F. & P.				85
Total at Keweenaw Bay				126		108

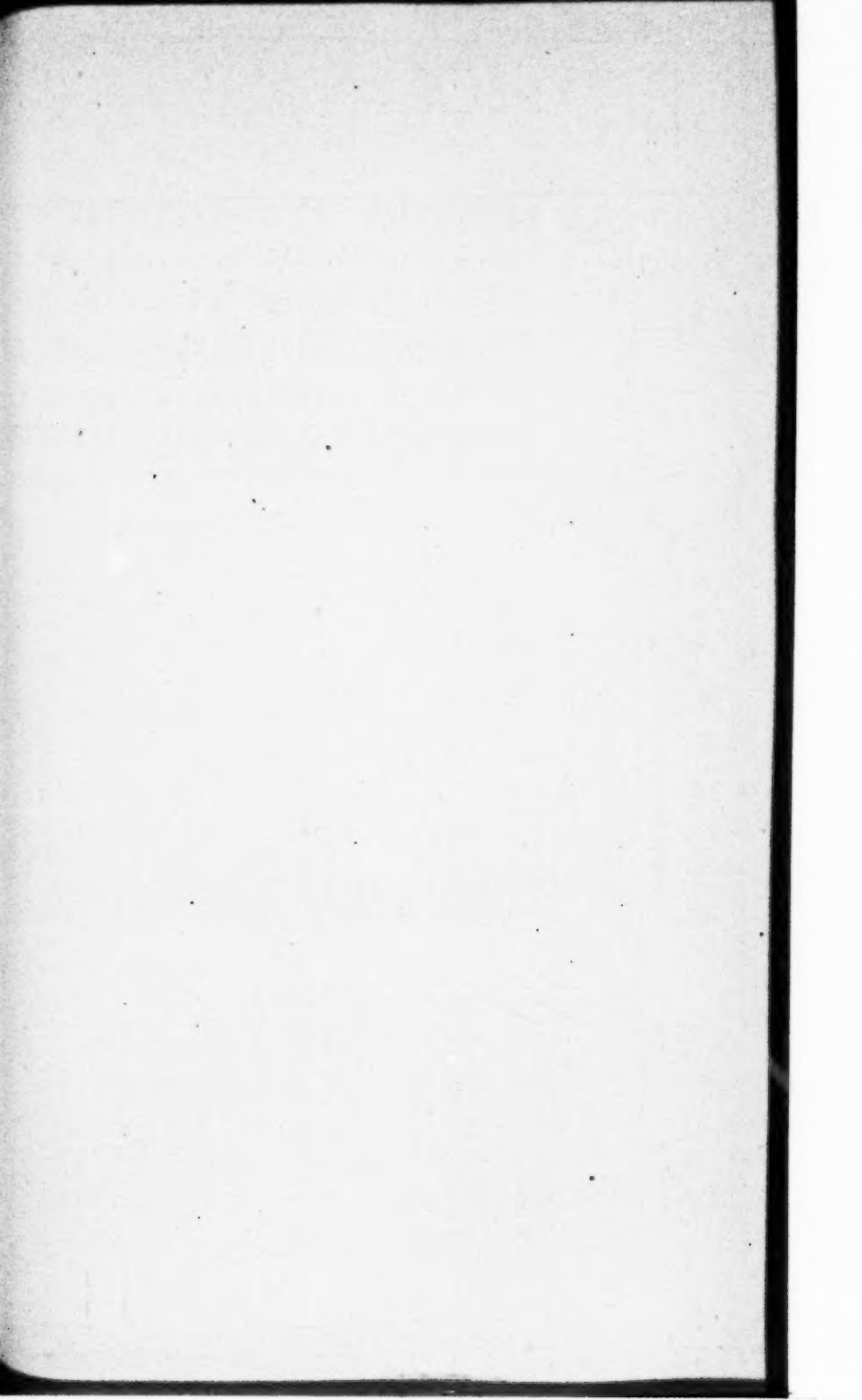
COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS SHOPS, ENGINE HOUSES and TURNABLES—Continued

Riggs—1911—Exhibit 1	Hansel—1912—Exhibit 15	Riggs—1913—Exhibit 1-A	Allo- cation	1911			1912			1913		
				C.R.	%	P.V.	C.R.	%	P.V.	C.R.	%	P.V.
HOTCARROSS: Roundhouse—re-inforced concrete, thoroughly modern—4 stalls @ \$2250.00 Turntable (1883)—iron—50½ ft. Circular pit (1908)—4'x5'x30' @ \$5.00 per lin. ft. Car Smith shop (1890)—10'x20'—200 sq. ft. @ \$1 In miscellaneous buildings  In miscellaneous buildings In miscellaneous buildings In miscellaneous buildings	Same Same Same Same Same In miscellaneous buildings In miscellaneous buildings Omitted In miscellaneous buildings	Same Same Same Same Same Sand house, 1883, shingle roof—16'x20' x10'—320 sq. ft. @ \$1.00 Car Smith house, 1890 Car Smith shop Oil house, 1900—shingle—8'x8'x7', 8'x8'x5'—136 sq. ft. @ \$1.50  Total Freight and Passenger Total Freight Total Passenger Total Ore	F & P. F & P. F & P. F & P. F & P. F & P. F & P. F & P. F & P. F & P.	9,000	100	9,000	9,000	95	8,550	9,000	95	8,550
				2,929	50	1,464	3,000	50	1,500	2,929	50	1,464
				180	90	162	180	90	162	180	90	162
				200	65	130	200	65	130	200	65	130
				12,309		10,756	12,380		10,342	12,961		10,705
Total at Houghton												
Total Marquette to Houghton												
NESTORIA TO STATE LINE SIDNAW: In miscellaneous buildings												
Total at SidnaW												
THOMASTON: Roundhouse—brick, slate roof trussed—15 stalls @ \$1,600												
Total at June 30, 1913												
Total at June 30, 1913												

[illegible]

# RECAPITULATION SHOPS, ENGINE HOUSES and TURNABLES

LOCATION	1911		1912		1913	
	C. R.	P. V.	C. R.	P. V.	C. R.	P. V.
Sault Ste. Marie	\$ 36,435	\$ 29,858	\$ 36,437	\$ 28,027	\$ 18,770	\$ 18,160
St. Ignace	10,875	5,749	10,095	5,315	10,875	5,749
Soo Junction	1,600	1,280	1,600	1,280	1,600	1,280
Marquette	126,996	89,557	120,122	83,500	164,191	123,061
North Ishpeming					243	146
South Ishpeming						
Humboldt	14,566	8,196	14,566	8,196	12,834	6,460
Michigan					320	176
L'Anse	7,905	4,912	6,305	3,792	6,309	4,166
Keewenaw Bay	15,116	7,646	5,896	3,028	15,116	7,646
Houghton					128	108
Sidnaw	12,309	10,756	12,380	10,342	12,961	10,705
Thomaston	30,448	22,174	22,450	12,475	266	133
Bessemer	750	0			20,178	18,804
Republic	3,650	2,737	1,300	830	750	0
Total in Michigan	260,650	182,865	231,151	156,785	1,700	875
Added in testimony by Mr. Hansel:					265,301	197,469
L'Anse Engine House			9,200	4,600		
Thomaston Engine House			9,600	4,800		
Overhead Expense—15% on above			2,820	2,820		
Deducted in Exhibit 50 by Mr. Riggs:						
Republic Turntable—Error	2,350	1,862				
Total	258,300	181,003	252,771	169,005	265,301	197,469





## SHOP MACHINERY and TOOLS

## COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

Riggs—1911—Exhibit 1	Hansel—1912—Exhibit 15	Riggs—1913—Exhibit 1-A	Allo- cation	1911		1912		1913				
				C.R.	%	P.V.	C.R.	%	P.V.	C.R.	%	P.V.
ROUND HOUSE AND MACHINE SHOP, MARQUETTE:												
1 double head wheel lathe, Bement & Sons	Same			5,000	90	4,500	5,000	80	4,000			
7-7 ft. single head wheel lathes—Putnam	Same			1,500	85	1,275	1,500	80	1,200			
1-18" slotter N. P. Co.	Same			2,100	85	1,785	2,100	85	1,785			
1-12" slotter—Lowell Machine Co.	Same			1,000	70	700	1,000	70	700			
1-14" compound planer, Lowell Machine Co.	Same			800	80	640	800	75	600			
1-18" shaper, Hendee Machine Co.	Same			250	70	175	250	60	150			
1-46" engine lathe, Bement & Sons	Same			2,000	80	1,600	2,000	70	1,400			
1-32" engine lathe, Bement & Sons	Same			1,500	80	1,200	1,500	80	1,200			
1-36" engine lathe, Putnam Co.	Same			1,500	80	1,200	1,500	85	1,275			
1-No. 1 Acme bolt cutter	Same			400	90	360	400	85	340			
1-Universal lathe grinder, American Tool Co.	Same			750	95	712	750	90	675			
1-30"x30"—7 ft. planer, Wm. Sellers	Same			1,000	85	850	1,000	85	850			
1-36"x36"—10 ft. planer, Niles Tool Works	Same			1,800	85	1,530	1,800	85	1,530			
1-36 inch wheel boring mill, Bement & Sons	Same			1,500	80	1,200	1,500	75	1,125			
1-36 inch wheel boring mill, New York Steam Engine Co.	Same			1,500	75	1,125	1,500	65	975			
1-Milling machine, New York Steam Eng. Co.	Omitted			700	70	490						
1-Wheel press, Bement & Son	Same			2,000	80	1,600	2,000	75	1,500			
1-Small drill press, Putnam Mach. Co.	Same			200	70	140	200	70	140			
1-Large drill press, Putnam Mach. Co.	Same			350	85	297	350	80	280			
3-18" engine lathes @ \$400	Same			1,200	80	960	1,200	75	900			
1-Duplex air compressor No. 10, Rand Drill Co.	Same			2,800	95	2,660	2,800	90	2,520			
1-Small wall drill press—Putnam Machine Co.	Same			125	70	87	125	70	87			
1-18" engine lathe, 10 ft. bed	Same			475	85	404	475	80	380			
1-22" engine lathe, 10 ft. bed	Same			525	85	446	525	80	420			
1-18" engine lathe, 8 ft. bed	Same			500	85	425	500	80	400			
1-17" engine lathe, 8 ft. bed	Same			400	85	340	400	80	320			
1-24" engine lathe, 14 ft. bed	Same			500	85	425	500	80	400			
18-Machinist vices @ \$19.20	Miscellaneous machine tools			346	70	242	5,500	70	3,850			
10-Hanging air hoists 4"x6"—cylinder @ \$12.50	Included above			125	95	119						
1,000 ft. 3/4 inch 4 ply air hose	Included above			250	50	125						





Item	Quantity	Unit Price	Total Price
1-Anvil	1		
8,000 lbs flange blocks @ 23¢c			
1-Testing pump	1		
1-Jan bolder on	1		
1-Differential pulley block-2 ton	1		
1-Differential pulley block-1½ ton	1		
1-Yale and Towne duplex -1 ton chain block	1		
20 rivet sets			
2-Stay bolt chucks			
6-Spindle taps-15/16" to 1½"			
6-Echols Pat. stay bolt taps 15/16" to 1½"			
10-Boiler taps			
8-Reamers assorted,			
6-Plug taps-2" to 3¼"			
10-Flue rollers, assorted			
1-Pair skeleton flue rollers			
1-1¼ inch flue roller			
5-Promer flue expanders, assorted			
134-Machine punches, assorted			
30-Machine dies, assorted			
7-Drill chucks			
Shafting pulleys and belting			
1 lot band tools consisting of hammers, wrenches, sledges, etc.			
<b>Total</b>			
Bought 1912			
Bought 1913			
<b>Total</b>			
<b>BLACKSMITH SHOP, MARQUETTE:</b>			
1-Bar iron shears			
1-Steam hammer			
1-Hammer furnace			
1-Spring furnace			
1-Bolt furnace			
1-1¼" bolt furnace			

## COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

## SHOP MACHINERY and TOOLS—Continued

Riggs—1911—Exhibit 1	Hansen—1912—Exhibit 15	Riggs—1913—Exhibit 1-A	Allocation	1911		1912		1913	
				C.R.	P.V. %	C.R.	P.V. %	C.R.	P.V. %
1—45 inch Buffalo cupola and forge		Same		100	80	100	80		
1—McCrath pneumatic flux welding machine		Same		250	300	250	163		
1—Flue furnace		Same		75	70	75	53		
1—Double emery grinder		Same		75	75	75	70		
1—Air bull dozer—14" x 28"		Same		350	75	350	202		
1—Lot cast iron tools for bull dozer, 3,660 lbs		Miscellaneous tools		73	75	1,650	70		
2—Cast iron anvils, 1,000 lbs @ 2c		Included above		32	24				
8—Peter Wright anvils, 3,070 lbs @ 51/2c		Included above		169	75				
1,150 lbs hammer swages iron @ 41/2c		Included above		63	70				
900 lbs tools, soft steel, @ 41/2c		Included above		49	50				
1,500 lbs shop tongs @ 3c		Included above		75	50				
1,000 lbs steel tools, chisels, etc., @ 15c		Included above		240	50				
2—1 ton Weston's chain hoist @ \$14.23		Included above		28	75				
1—3 ton Y. & T. triplex chain hoist		Included above		60	75				
1—3 ton Box patent chain hoist		Included above		50	75				
2—3 lb cranes on wall, 13 ft. long @ \$25.00		Included above		50	50				
1—3 lb cranes in center of shop, 17 ft. long		Included above		150	50				
3—Single forges, 4 ft. 5 in square cast iron @ \$15.00		Included above		45	50				
4—Double forges—8'-10" x 4'-5"		Included above		150	50				
8—Smoke jacks 15 inches in diameter by 22 ft. long		Included above		144	50				
Shafting, pulleys, belting, etc.		Included above		284	60				
		F & P.		5,012		5,000		3,581	5,012
		Same as Exhibit No. 1			3,620				3,620
<b>Total</b>									
Bought 1911-1912		1—1,500 lb single frame hammer							
Bought 1911-1912		1—2 inch bar shear, Long & Alister				1,603	95	1,523	1,700
Bought 1911-1912		1—Motor driven jaw—complete with motor				987	95	938	985
								620	95
<b>Total</b>				5,012	3,620	7,590	6,042	8,317	6,700

## BRASS FOUNDRY, MARQUETTE:

2—Furnaces and stacks  
 1—Crane  
 40—Flasks  
 2—Emery wheels and stands  
 1—Vise  
 Rabbeting implements  
 25—Car brass mandrels  
 1 scale  
 1 lot moulders' tools

Total

Same as Exhibit No. 1

## TIN SHOP, MARQUETTE:

18—Tinners machine tools  
 1—Lot hand tools  
 13—Bench stakes  
 10—Steel mandrels, 1 to 3 inches

Total

Same as Exhibit No. 1

## ENGINE AND BOILER ROOM, MARQUETTE:

2—200 H. P. stationary boilers and equipment  
 1—Stationary engine—18"x24"  
 1—Boiler feed pump

Total

Same as Exhibit No. 1

## FIRE APPARATUS, MARQUETTE:

1—12"x12" Fire pump  
 600 ft. 2½ inch fire hose

Total

Same as Exhibit No. 1

## YARD MARQUETTE:

1—Large air hoist for loading material  
 Miscellaneous car repair tools at passenger depot

Total

Same as Exhibit No. 1

F &amp; P.

200	65	130	200	60	120		255
25	50	12	25	50	12		
30	40	24	60	40	24		
30	50	15	135	70	95		
15	70	10					
25	70	18					
20	80	16					
2	65	1					
41	70	29					
418		255	420		251	418	
262	75	196	262	75	196		
63	70	44	63	70	44		
46	80	37	46	80	37		
2	100	2	2	100	2		
373		279	373		279	373	
4,250	70	2,975	4,250	70	2,975		
1,000	50	500	1,000	55	550		
100	50	50	100	55	55		
5,350		3,525	5,350		3,580	5,350	
							3,525
250	80	200	250	80	200		
360	70	252	360	70	252		
610		452	610		452	610	
							452
300	80	240	300	80	240		
55	80	44	55	80	44		
355		284	355		284	355	
							284

COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS SHOP MACHINERY and TOOLS—Continued

Riggs—1911—Exhibit 1	Hansel—1912—Exhibit 15	Riggs—1913—Exhibit 1-A	Allo- cation	1911			1912			1913		
				C.R.	%	P.V.	C.R.	%	P.V.	C.R.	%	P.V.
				\$		\$	\$		\$	\$		\$
<b>LOWER ROUNDHOUSE, MARQUETTE:</b>												
1—Locomotive heating boiler, piping, etc.	Same			800	70	560	800	70	560			
1—Air plant, piping, for car testing	Same			300	70	210	300	70	210			
2—15 ton hydraulic jacks	Same			40	70	28	40	70	28			
7—Screw jacks assorted	Same			26	60	16	26	60	16			
1—Lot hand tools	Same			191	50	96	191	50	96			
Miscellaneous car repair tools	Same			398	80	318	398	80	318			
			F & P.									
Total		Same as Exhibit No. 1		1,755		1,228	1,755		1,228	1,755		1,228
<b>CAR SHOP, MARQUETTE:</b>												
1—No. 5 J. A. Fay & Egan Co. large hand sawing machine	581.20											
6—Saws	16.50						627	95	596			
1—No. 363 Std. Weiland pipe threading and cutting machine with dies	720.00						795	90	715			
1—2" double Acme bolt cutter, class A with dies 1 1/2" to 2"							740	95	703			
1—No. 132 Hamilton 24" power feed sander	680.00						335	95	318			
1—12" Prentice Sherman & Co. pattern-makers turning lathe, 6 ft. frame	295.00						80	85	68			
1—Putnam drill press to 1 1/2" drills	100.00						600	85	510			
1—No. 1 J. A. Fay & Egan Co. improved variety saw	275.00											
1—Bolt pointer	135.07						159	85	135			
1—20 H. P. General Electric Co. motor No. 267329	40.00						50	85	42			
Installing	209.59											
Foundation labor and material	80.99											
	100.56											
		Same including labor of installing, foundations, etc.					395	90				355





## COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

## SHOP MACHINERY and TOOLS—Continued

Riggs—1911—Exhibit 1	Hansel—1912—Exhibit 15	Riggs—1913—Exhibit 1-A	Allo- cation	1911		1912		1913	
				C.R.	%	P.V.	C.R.	%	P.V.
1—15 H. P. General Electric Co. motor No. 232612 Installing Foundation, labor and material	239.63 86.99 16.10	Same including labor of installing, foundation, etc.		\$		\$	\$		\$
Total									
1—No. 6,460 J. A. Fay & Co. rip sawing machine 4 saws 1 belt	200.00 22.40 9.60	Same Omitted Included above							
1—10 H. P. General Electric Co. motor No. 270,740 Installing Foundation, labor and material	274.44 86.99 12.57	Same including labor of installing, foundations, etc.		1,115	100	1,115	158	90	142
Total									
1—No. 1 J. A. Fay & Egan Co. car sill and timber dresser 3 belts	1,728.92 61.65	Same Included above		606	100	606	1,855	90	1,669
1—50 H. P. Westinghouse Electric Co. motor No. 869625 Installing Foundation, labor and material	400.76 86.99 18.68	Same including labor of installing, foundation, etc.					400	95	380
Total									
1—No. 457 Greenlee Bros. & Co. auto cut-off machine 2 saws—32" and 40"	470.00 38.65 14.07	Same Omitted Included above		2,297	100	2,297	570	90	513
1—20 H. P. Westinghouse Electric Co. motor No. 399,856 Installing Foundation, labor and material	309.59 86.99 14.00	Same including labor of installing, foundation, etc.					300	95	285
Total				933	100	933			

1-J. A. Fay & Co. tenoning machine	300.00	Same	400	85	340
1-belt	10.29	Included above			
1-10 H. P. General Electric Co. motor No. 270,512	232.72	Same including labor, installing, foundation, etc.	243	95	231
Installing	86.99				
Foundation, labor and material	17.00				
<b>Total</b>			647	100	647
1-No. 238 Greenlee Bros. & Co. extra range vertical hollow car chisel mortiser	1,410.00	Same	1,519	90	1,367
2 belts	16.45	Included above			
1-15 H. P. Westinghouse Electric Co. motor No. 129,422	243.88	Same including labor of installing, foundation, etc.	239	95	227
Installing	86.99				
Foundation, labor and material	18.68				
<b>Total</b>			1,776	100	1,776
Miscellaneous small tools in car shop		Same	739	80	
<b>Total in Car Shops</b>		Same as Exhibit No. 1	13,560		13,412
			13,412	13,463	12,240
					13,412
					13,560

COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

Riggs—1911—Exhibit 1		Hansel—1912—Exhibit 15		Riggs—1913—Exhibit 1-A		1911		1912		1913	
				Allo- cation		C.R.	%	P.V.	C.R.	%	P.V.
4—Shaft Boxes	8.33	Same			Same as Exhibit No. 1 except P. V.			\$			\$
104—Bags cement	42.86	Same			1—Shingle machine for making track ehims	3,995	100	3,995	3,995	95	3,795
Total					1—Knife grinding machine						
Bought 1911-1913		Bought 1911-1913				3,995		3,995	3,995	95	3,795
Bought 1911-1913		Bought 1911-1913							350	95	332
Total						3,995	100	3,995	200	95	190
									4,545		4,317
PAINT SHOP, MARQUETTE:		Same			Same as Exhibit No. 1	313	80	250	313	80	250
Miscellaneous tools and equipment											
PATTERNS, MARQUETTE:											
835 car patterns		Same									
1,145 brass patterns		Same									
1,525 engine patterns		Same									
1,538 miscellaneous patterns		Same									
5,043 total patterns @ an average of \$2.00 each		Same			Total as per Exhibit No. 1	10,086	70	7,060	10,086	70	7,060
SAULT STE. MARIE:											
1—Locomotive boiler for heating purposes, including all piping, etc.		Same				850	70	595	850	70	595
1—Large forge and air pump for air blast		Same				105	70	74	105	70	74
1—Cummings hand forge		Same				32	65	21	32	65	21
1—Air drum for storage		Same				18	95	17	18	95	17
1—Anvil		Same				20	80	16	20	80	16
2—Ball bearing 35-ton Norton jacks @ \$93.50		Same				187	75	140	187	75	140
11—Screw jacks		Same				39	65	25	39	65	25
2—Dudgeon hydraulic jacks—30 ton @ \$50		Same				100	80	80	100	80	80
1—Bull dozer		Same				10	70	7	10	70	7
1—Driving spring puller		Same				6	65	4	6	65	4
2—Equalizer pullers @ \$5.96		Same				12	70	8	12	70	8



COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

SHOP MACHINERY and TOOLS—Continued

Riggs—1911—Exhibit 1	Hassel—1912—Exhibit 15	Riggs—1913—Exhibit 1-A	Allo- cation	1911		1912		1913	
				C.R.	%	P.V.	C.R.	%	P.V.
ST. IGNACE:				\$	\$	\$	\$	\$	\$
1—Locomotive boiler for heating purposes, piping, etc.	Same			700	70	490	700	70	490
2—35 ton Norton jacks	Same			187	75	140	187	75	140
1—8 inch air pump	Same			89	65	58	89	65	58
150—Feet hose	Same			87	50	44	87	50	44
2—15 ton hydraulic jacks @ \$20.00	Same			40	65	26	40	65	26
2—20 ton hydraulic jacks @ \$25.00	Same			50	65	32	50	65	32
1—Air drum and apparatus for heating tire	Same			35	75	26	35	75	26
4—Screw jacks	Same			17	50	8	17	50	8
1—Lot hand tools	Same			140	50	70	140	50	70
Miscellaneous tools and equipment in car shop	Same		F & P.	262	80	210	262	80	210
Total at St. Ignace		Same as per Exhibit No. 1		1,607		1,104	1,607		1,104
SOO JUNCTION:									
1—Small lot hand tools	Same	Total as per Exhibit No. 1		8	50	4	8	50	4
TRACY LAKE:									
Miscellaneous car repair tools	Same	Total as per Exhibit No. 1		24	80	19	24	80	19
NEGAUNEE:									
Miscellaneous car repair tools	Same	Total as per Exhibit No. 1		179	70	125	179	70	125
ISHPEMING (South):									
10—Screw jacks, assorted	Same			56	60	34	56	60	34
1—Portable forge	Same			13	60	8	13	60	8
2—Driving spring pullers \$5.96	Same			12	65	8	12	65	8
3—Large coal stoves for heating purposes @ \$40	Same			120	60	72	120	60	72
1—Sand dryer	Same			100	70	70	100	70	70
1—Lot hand tools	Same		O.	103	50	52	103	50	52
Miscellaneous car repair tools	Same			47	70	33	47	70	33
Total		Same as Exhibit No. 1		451		277	451		277

1—Lot hand tools  
Miscellaneous car repair tools

## Total

**NESTOR:**  
Miscellaneous car repair tools

**HOUGHTON:**

- 1—Locomotive boiler for heating purposes, piping, etc.
- 1—Large pump for general purposes
- 7—Screw jacks, assorted
- 2—Ratchet jacks, 18 inches
- 1—Spring puller
- 1—Lot band tools
- Miscellaneous car repair tools

## Total

## THOMASTON:

1—Locomotive for heating purposes, piping, etc.	Same
1—Cameron pump No. 7 for pumping from slough	Same
1—Worthington Duplex pump—4" x6" x4'	Same
2—35 ton Norton jacks @ \$93.50	Same
1—20 t Hydraulic jack	
2—15 ton hydraulic jacks @ \$20.00	
6—Screw jacks, assorted	
1—Driving spring pulley	
1—Driving equalizer pulley	
1—Forge	
1—Anvil	
1—8 inch air pump and reservoir	
250 — Feet 2½ inch hose	
1—Steam test gauge for testing engines	
1—Iron wheelbarrow	
1—2 wheel truck	
1—Lot hand tools	
Miscellaneous car repair tools	

## Total

MICHIGAN:		Same	78	50	39	78	50	39	65
1—Lot hand tools		Same	115	70	70	26	70	26	115
Miscellaneous car repair tools		Same							
Total									
NESTORIA:		Same	221	70	155	221	70	155	221
Miscellaneous car repair tools		Same as Exhibit No. 1							
Houghton:		Same	750	70	525	750	70	525	
1—Locomotive boiler for heating purposes, piping, etc.		Same	200	60	120	200	60	120	
1—Large pump for general purposes		Same	34	60	20	34	60	20	
7—Screw jacks, assorted		Same	30	60	18	30	60	18	
2—Ratchet jacks, 18 inches		Same	6	65	4	6	65	4	
1—Spring puller		Same	47	50	24	47	50	24	
1—Lot hand tools		Same	263	70	184	263	70	184	
Miscellaneous car repair tools		Same							
Total		Same as Exhibit No. 1	1,330		895	1,330		895	1,330
THOMASTON:		Same	850	70	595	850	70	595	
1—Locomotive for heating purposes, piping, etc.		Same	300	70	210	300	70	210	
1—Cameron pump No. 7 for pumping from slough		Same	90	65	58	90	65	58	
1—Worthington Duplex pump—4"x6"x4"		Same	187	70	131	187	70	131	
2—35 ton Norton jacks @ \$93.50		Same	25	70	18	25	70	18	
1—20 ton Hydraulic jack			16	60	24	40	60	24	
2—15 ton hydraulic jacks @ \$20.00			16	50	8	16	50	8	
6—Screw jacks, assorted			6	70	4	6	70	4	
1—Driving spring puller			10	70	7	10	70	7	
1—Driving equalizer puller			32	65	21	32	65	21	
1—Forge			5	70	4	5	70	4	
1—Anvil			79	70	55	79	70	55	
1—8 inch air pump and reservoir			167	50	84	167	50	84	
250 — Feet 2½ inch hose			20	90	18	20	90	18	
1—Steam test gauge for testing engines			8	60	5	8	60	5	
1—Iron wheelbarrow			5	50	2	5	50	2	
1—2 wheel truck			276	50	138	276	50	138	
1—Lot hand tools			311	70	218	311	70	218	
Miscellaneous car repair tools									
Total		Same total as Exhibit No. 1 F. & P.	2,427		1,600	2,427		1,600	2,427



# RECAPITULATION

## SHOP MACHINERY and TOOLS

	1911		1912		1913	
	C. R.	P. V.	C. R.	P. V.	C. R.	P. V.
<b>MARQUETTE:</b>	\$	\$	\$	\$	\$	\$
Round House and Machine Shop	39,578	31,774	53,255	44,001	53,845	45,327
Boiler Shop	4,396	3,539	7,834	6,521	8,834	7,755
Blacksmith Shop	5,012	3,620	7,590	6,042	8,317	6,760
Brass Foundry	418	255	430	251	418	255
Tin Shop	373	279	373	279	373	279
Engine and Boiler Room	5,350	3,525	5,350	3,580	5,350	3,525
Fire Apparatus	610	452	610	452	610	452
Yard Apparatus	355	284	355	284	355	284
Lower Roundhouse	1,755	1,228	1,755	1,228	1,755	1,228
Car Shop	13,560	13,412	13,463	12,240	13,560	13,412
Rail Mill	3,995	3,995	3,995	3,595	4,545	4,317
Paint Shop	313	250	313	250	313	250
Patterns	10,086	7,060	10,086	7,060	10,086	7,060
<b>Total</b>	<b>85,801</b>	<b>69,673</b>	<b>105,463</b>	<b>85,783</b>	<b>108,361</b>	<b>90,904</b>
<b>MARQUETTE</b>	<b>85,801</b>	<b>69,673</b>	<b>105,463</b>	<b>85,783</b>	<b>108,361</b>	<b>90,904</b>
SAULT STE. MARIE	2,724	1,983	2,724	1,983	4,368	3,998
ST. IGNACE	1,607	1,104	1,607	1,104	1,607	1,104
SOO JUNCTION	8	4	8	4	8	4
TROUT LAKE	24	19	24	9	24	19
NEGAUNE	179	125	179	125	179	125
BEREMING (South)	451	277	451	277	451	277
MICHIGAMME	115	65	115	65	115	65
NESTORIA	221	155	221	155	221	155
HOUGHTON	1,330	895	1,330	895	1,330	895
THOMASTON	2,427	1,600	2,427	1,600	2,427	1,600
<b>Total in Michigan</b>	<b>94,887</b>	<b>75,900</b>	<b>114,549</b>	<b>92,010</b>	<b>119,091</b>	<b>99,146</b>

\* 1911 and 1912 appraisals, not allocated, 1913 all Freight and Passenger except Soo Junction which is Freight and South Ishpeming which is Ore.

Schedule No. 21  
COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS ROADWAY AND CONSTRUCTION  
TOOLS

The items and amounts in this schedule are the same in all three appraisals, therefore the details are omitted in this comparison and the results by divisions are given. There has been no change in the number of sections nor in the equipment.

	Riggs—1911 EXHIBIT 1		Hansel—1912 EXHIBIT 15		Riggs—1913 EXHIBIT 1-A	
	C. R.	P. V.	C. R.	P. V.	C. R.	P. V.
<b>FREIGHT AND PASSENGER</b>	\$ 16,040	\$ 12,832	\$ 16,040	\$ 12,832	\$	\$
Sault Ste. Marie to Marquette					4,931	3,944
St. Ignace to Soo Junction					1,524	1,219
Marquette to Nestoria					3,488	2,791
Nestoria to Houghton					2,111	1,689
Nestoria to State Line					3,508	2,806
<b>FREIGHT:</b>					160	128
Sault Ste. Marie to Marquette—None						
St. Ignace to Soo Junction						
Marquette to Nestoria—None						
Nestoria to Houghton—None						
Nestoria to State Line—None						
<b>PASSENGER:</b>						
None						
<b>ORE:</b>					319	255
Sault Ste. Marie to Marquette—None						
St. Ignace to Soo Junction—None						
Marquette to Nestoria						
Nestoria to Houghton—None						
Nestoria to State Line—None						
<b>TOTAL IN MICHIGAN</b>	16,040	12,832	16,040	12,832	16,041	12,832

## COMPARISON OF THE 1911 1912 AND 1913 APPRAISALS

Riggs—1911—Exhibit 1		Hassel—1912—Exhibit 15		Riggs—1913—Exhibit 1-A		1911		1912		1913	
						C.R.	%	P.V.	C.R.	%	P.V.
SAULTE STE. MARIE TO MARQUETTE: SAULTE STE. MARIE						\$		\$	\$		\$
Tank, 16'x24'		Same		All items in 1913 appraisal are freight and passenger except as noted. Tank, 1913, Standard wood, 50,000 gals., \$1,830 1/2 interest		1,870	80	1,496	2,000		915
City Supply, stand pipe		Same		Standpipe, 10' Fairbanks, concrete pit, complete, \$1,292—1/2 interest Water main from city main to tank, \$618—1/2 interest		700	60	420	700		646
											309
WELLSBURG:						2,570		1,916	2,700	70	1,890
Tank, 24'x16'		Same		Same		1,870	80	1,496	2,000		1,683
Pump house, frame, shingle roof (1896), 12'x15'x14'—180 sq. ft. @ \$1.00		Omitted		Same as 1911		180	80	144			144
Well, 22'x22'x25'=12,000 cu. ft.		Omitted		Abandoned							
450 cu. yds. excavation @ \$1.00		Omitted		Abandoned							
100 cu. yds. wall		Omitted		Abandoned							
Curbing and piping		Omitted		Same		1,100	100	1,100			
Dam and pipe line (1910) 7,500 ft. of 4" wood. Actual cost		Same		Same		2,592	100	2,592	2,592	100	2,592
Pump and boiler		Omitted		Removed		450	80	360			
Miscellaneous tools and supplies		Same		Same		50	80	40	50	80	40
						6,242		5,732	4,642	70	3,240
ECKEMAN											4,459
Tank, 16'x24'		Same		Same as 1911		1,870	80	1,496	2,000		1,496
Pump house, frame, iron roof 12'x14'x10' 252 sq. ft. @ \$1.00		Same		Same as 1911		252	80	202	252	80	202
6'x14'x 8'											

No. 8 McGowan Pump and boiler on foundation	Same as 1911	450	60	270	450	80	270
Miscellaneous tools and supplies	Same as 1911	50	80	40	50	80	40
Well, 14'x14'x14' = 2,744 cu. ft. — 3" plank covering	\$1.00	105	105	105	105	105	105
105 cu. yds. excavation @ \$1.00	180	30 c. y. masonry	6.00	Same as 1911	180	90	630
30 cu. yds. masonry	6.00	30	Curbing and piping	Same as 1911	250	90	630
Curbing and piping	315	315	100	315	315	100	315
<b>SOO JUNCTION:</b>							
Tank, standard, 16'x24' (1905)	Same	2,937	2,323	3,287	2,937	2,301	2,323
Stand pipe, 8" Dooge, concrete pit	Same	1,870	90	1,683	1,870	90	1,683
Pump house (1905) 9'x14'x12' 238 sq. ft. @ \$1.00	Same	700	90	630	700	90	630
Addition to (1909) 8'x14'x6' }	Pump House (1905)						
	14'x18'x10' }						
	Addition to (1909) }						
	8'x14'x6' @ 1.00	238	90	214	238	90	214
Worthington pump—McGowan boiler, foundation and setting	Same	450	80	360	450	80	360
Miscellaneous tools and supplies	Same	50	80	40	50	80	40
Well and pipe line built, 1909, at actual cost	Same	585	100	585	585	100	585
<b>McMILLAN:</b>							
Tank, 16'x24' (1911), moved from 3 miles east of Dollarville, remodelled, and put in first class condition	Same	3,893	3,512	4,149	3,893	2,904	3,512
Well and pipe line	Same	1,870	100	1,570	1,870	95	1,776
Pump house, 12'x14'x10', addition 6'x14'x6' = 252 sq. ft. @ \$1.00. Rebuilt 1911	Same	252	100	252	252	95	239
No. 8 McGowan pump and boiler, erected complete including foundation	Same	450	80	360	450	90	360
Miscellaneous tools and supplies	Same	50	80	40	50	80	40
		3,122	2,922	3,052	3,122	70	2,815
<b>SENET:</b>							
Tank 24'x16' (1887) new postn 1907, new roof 1904	Same	1,870	80	1,496	1,870	80	1,496
Pump house—shingle roof (1887)	Same	252	60	151	252	60	151
12'x14'x10' 25 sq. ft. @ \$1.00	Same	450	55	248	450	55	248
6'x14'x6' }	Same	450	80	32	450	80	32
No. 8 McGowan pump and boiler including foundations	Same	45	80	36	45	80	36
Miscellaneous tools and supplies	Same						
Water supply from Fox River, intake and suction		2,657	1,963	2,867	2,657	70	2,007

COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

WATER STATIONS—continued

Riggs—1911—Exhibit 1	Hansel—1912—Exhibit 15 Riggs—1913—Exhibit 1-A	1911			1912			1913		
		C.R.	%	P.V.	C.R.	%	P.V.	C.R.	%	P.V.
<b>CONCRETE:</b> Tank, 24'x16'—1887 Pump house—1887—12½'x19'x10'—238 sq. ft. @ \$1.00 No. 8 McGowan pump and boiler Miscellaneous tools and supplies Water supply—River, well and intake	Same	1,870	60	1,122	2,000			1,870	60	1,122
	Same	228	60	143	236			228	60	143
	Same	450	55	248	450			450	55	248
	Same	40	80	32	40			40	80	32
	Same	45	80	36	135			45	80	36
<b>WROUSE:</b> Tank (1887) 24'x16'—New posts 1905, new roof and deck, 1904 Water supply from Anna River, intake and suction Pump house 12'x14'x10' } 252 sq. ft. @ \$1.00 6'x14'x6' No. 8 McGowan pump and boiler on foundation 1—No. 8 McGowan boiler Miscellaneous tools and supplies	Same	2,643		1,581	2,863	70	2,004	2,643		1,581
	Same	1,870	80	1,496	2,000			1,870	80	1,496
	Same	45	80	36	130			45	80	36
	Same	252	55	139	252			252	55	139
	Same Removed	450	55	248	450			450	55	248
<b>AV TRAIN:</b> Tank, 24'x16'—1887—New posts, deck and shingles 1905 Pump House 12'x14'x10' } 252 sq. ft. @ \$1.00 6'x14'x6' No. 8 McGowan pump and boiler, including foundation Water supply Au Train River, intake and section Miscellaneous tools and supplies	Same	2,867		2,080	3,102	70	2,171	2,867		1,909
	Same	1,870	80	1,496	2,000			1,870	80	1,496
	Same	252	60	151	252			252	60	151
	Same	450	55	248	450			450	55	248
	Same	45	80	36	70			45	80	36
<b>SAND RIVER:</b> Tank, standard, 16'x24'—1887—Covey roof, new posts, deck and roof, 1907 Pump house No. 8 McGowan pump and boiler, including foundation Miscellaneous tools and supplies Water supply from Grand River, intake and section	Same	2,667		1,971	2,822	70	1,975	2,667		1,971
	Same	1,870	85	1,590	2,000			1,870	85	1,590
	Removed	252	60	151	252			252	60	151
	Same	450	55	248	450			450	55	248
	Same	45	80	36	50			45	80	36
		2,667		2,065	2,802	70	1,961	2,415		1,914



## COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

## WATER STATION—Continued

Riggs—1911—Exhibit 1	Hansel—1912—Exhibit 15	Riggs—1913—Exhibit 1-A	1911			1912			1913		
			C.R.	%	P.V.	C.R.	%	P.V.	C.R.	%	P.V.
Stand pipe 8 ft. high, 8" discharge nozzle	None there		\$		\$	\$		\$	\$		\$
Stand pipe 10 ft. high, 8" discharge nozzle (Upper yard, near engine house)	Same		700	90	630						
			700	90	630	700	70	490	700	90	630
			5,322		3,221	4,752		2,606	4,450		3,430
<b>NEGAUNEE:</b>											
Tank, standard, 16'x24'—1907—shingle roof, pile foundation, 2 spouts, 16 posts, city water supply	Same		1,950	95	1,852	2,000			1,950	95	1,852
	Stand pipe					700					
			1,950		1,852	2,700	70	1,800	1,950		1,852
<b>ISHPEMING:</b>											
Tank 18'x16', general repairs, 1902 (City water supply to this tank)	Tank 18'x16'—1881—City water supply		1,800	80	1,440	1,800	70	1,260	1,800	80	1,440
Stand pipe	Same as 1911										
	Stand pipe, 8" Dooge, concrete pit		700	80	560				700	80	560
			1,700	60	850	1,700	70	1,190	1,700	50	850
Tank 15'x16', moved from Humboldt in 1901 (City water supply)	Tank 15'x16'—1881—City water supply		4,200		2,850	3,500		2,450	4,200		2,850
<b>HUMBOLDT:</b>											
Water tank, standard, 16'x24' (Old tank removed to South Ishpeming)	Same		1,870	90	1,683	2,000			1,870	90	1,683
Pump house, frame, shingle roof (1880)											
6½' x20' x5' \ 442 sq. ft. @ \$1.00	Same		442	50	221	442			442	50	221
13' x24' x7' \	Same		436	60	262	436			436	60	262
2—No. 8 McGowan pumps @ \$218.00	Same		360	60	216	360			350	60	216
1—Horizontal return tubular boiler, 30 H. P.	Same		50	80	40	50			50	80	40
Miscellaneous tools and supplies	Same		50	90	45	270			50	90	45
Water supply from River, intake and piping											
			3,206		2,467	3,558	70	2,401	3,208		2,467



# MICHIGAMME:

Tank, 24'x16', shingle roof—1907  
 Pump house 14½'x14½'x10'—210 sq. ft. @ \$1.00  
 (1887—New posts, floor and beams to joists, 1906)  
 No. 8 McGowan pump and boiler  
 Stand pipe—Track, with pipe, angles and connections in place  
 Miscellaneous tools and supplies  
 Water supply from Lake Michigamme—Intake

# NIZOTRIA TO HOUGHTON:

SUMMIT  
 Tank, 16'x16'. The tank is there but not in use.  
 The pump house, pumps, etc., have been removed. No value assigned to this old station.

# HERMAN:

Tank 24'x16'—1902

Spring house, spring and pipe line. Actual cost.

Note:—The actual cost of entire installation in 1902 was \$3,857

# L'ANGE:

Pump house 10'x12'—120 sq. ft. @ \$1.00  
 Shed to house 8'x10'—80 sq. ft. @ \$1.00  
 Hydraulic ram 6'x2"  
 Hydraulic ram 4'x2"  
 New hydraulic ram, 1901—0'x23"  
 350 ft. 4" pipe | Estimated at \$1.00 per ft. laid  
 300 ft. 6" pipe |  
 Standard tank (1903) 16'x24'

Same	1,870	95	1,776	2,000			1,870	95	1,776
Same	210	80	168	210			210	80	168
Same	450	60	270	450			450	60	270
Stand pipe—6" Dooce, concrete pit, \$700, joint with C. & N. W. —½ int.	700	60	420	700			350	60	210
Same	50	80	40	50			50	80	40
Same	45	80	36	45			45	80	36
	3,325		2,710	3,455	70	2,419	2,975		2,500
Removed									
1½ mi. Bay City, wood pipe, 4" inside diam. Actual cost	1,870	85	1,590	2,000			1,870	85	1,590
	1,987	85	1,689	1,987			1,987	85	1,689
	3,857		3,279	3,987	70	2,791	3,857		3,279
Same } Same } Same } Same } Same } Same } Same }	120	50	60	168			200	50	100
	80	50	40	80			125	90	112
	125	90	112	125			85	90	76
	85	90	76	85			125	90	112
	125	90	112	125			650	90	585
	650	90	585	650					
Same	1,870	90	1,683	2,000			1,870	90	1,683
	3,055		2,668	3,233	70	2,263	3,055		2,668

## COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

## WATER STATIONS—Continued

Riggs—1911—Exhibit 1	Hansel—1912—Exhibit 15	Riggs—1913—Exhibit 1-A	1911			1912			1913		
			C.R.	%	P.V.	C.R.	%	P.V.	C.R.	%	P.V.
<b>KWIKWAW BAY:</b> Tank 24'x16'—1800 Gravity supply 1½ in. of 4" pipe laid Pipe and joints 47c Excav. and fill 23	\$1,570 Same Laid pipe and jts. 47c Excav. and fill 23	\$2,000 6,600 ft. @ 70c 4,620 ½ interest with Mineral Range R. R.	3		3	3		3	3		\$
70—6,600 ft. @ 70c	4,620	30,400									
½ interest with Mineral Range R. R.											
<b>HOCOTRON:</b> Tank 16'x16' Carey roof (1911) Pump house 1887—6'x14'x7' } 420 sq. ft. @ \$1.00 14'x24'x9½' Pump located in roundhouse, included in shop machinery and tools Water supply—Portage Lake	Same Same Same Same Same	Same Same Same Same Same	3,245 1,800 420	80 100 60	2,566 1,800 252	3,310 1,800 420	70	2,317	3,245 1,800 420	80 95 60	2,566 1,710 252
			250	100	250	250			250	100	250
			2,470		2,302	2,470	70	1,729	2,470		2,212
			1,870 120 450 50 45	70 70 70 80 80	1,309 84 315 40 36						
			2,535		1,784						
			33,167		25,729	30,965		20,956	29,410		23,854
<b>CHASSELL:</b> Tank 24'x16' Pump house Pump and boiler Miscellaneous tools and supplies Water supply from lake	It was an error to show a water station at Chassell, as there has never been one there.										
<b>NESTORIA TO STATE LINE:</b> <b>VERMILAC:</b> Tank, shingle roof, 24'x16' Pump house, iron roof 6'x14'x6' } 252 sq. ft. 12'x14'x16' (All had general repairs—1908)	Same Same	Same Same	1,870 252	85 85	1,590 214	2,000 252			1,870 252	85 85	1,590 214
<b>Total Marquette to Houghton:</b>											



COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS—Continued

WATER STATIONS

Riggs—1911—Exhibit 1	Hansel—1912—Exhibit 15	Riggs—1913—Exhibit 1-A	1911		1912		1913	
			C.R.	%	P.V.	C.R.	%	P.V.
THOMASTON: Tank 24'x16' complete Pump house 14'x20'—280 sq. ft. @ Well 20'x20'x113' stone lined 1,672 cu. yds excavation @ \$1.50 670 cu. yds. Stone wall @ \$6.00 Curbing, pipe, etc.	Same	Same	\$	80	\$ 1,406	\$		\$
	\$1.00	Same	1,870	80	2,000	1,870	80	14 96
	2,506	Same	280	80	224	280	80	224
	4,020							
	100							
	\$6,628	Same	6,628	80	5,302	6,628	80	5,302
Pump assumed to be included in shop machinery and tools.			8,778		7,022	8,906	70	6,236
								7,022
NORTH BESSEMER: Tank, 1890—16'x16'x11' Spring house—12'x12'x6'—144 sq. ft. @ \$1.00 Water supply—Spring, intake and piping	Same	Tank 16'x24'	1,800	75	1,350	1,870	70	1,309
	Same	Same	144	75	108	144	75	108
	Same	Same	50	85	42	50	85	42
			1,994		1,500	2,194	70	1,536
Total Nestoria to State Line			24,179		18,305	25,274		17,692
								24,249
								18,264

RECAPITULATION

WATER STATIONS

	1911		1912		1913	
	C.R.	Total C.R.	C.R.	Total C.R.	C.R.	Total C.R.
	\$	\$	\$	\$	\$	\$
	2,570	1,916				
	6,242	5,732	2,700		1,870	
			4,042		3,249	
EAST OF MARQUETTE: Sault Ste. Marie Wellsburg						
					1,870	
					4,459	

Edkerman.....	2,937	41,059	32,758	32,758	41,450	29,571	37,637	30,304	30,304
Soo Junction.....	3,893								
McMillan.....	3,122								
Seney.....	2,637								
Oreighton.....	2,643								
Wetmore.....	2,887								
Au Train.....	2,667								
Sand River.....	2,667								
St. Ignace.....	2,940								
Bissell.....	2,662								
Trout Creek.....	3,122								
Total East of Marquette.....	41,059	41,059	32,758	32,758	41,450	29,571	37,637	30,304	30,304
MARQUETTE TO HOUGHTON:									
Marquette.....	5,322			3,221		2,006			3,430
Negaunee.....	1,950			1,852		1,890			1,852
Iskemping.....	4,200			2,850		3,500			2,850
Humboldt.....	3,208			2,467		3,598			2,467
Michigamme.....	3,325			2,710		3,455			2,500
Herman.....	3,857			3,279		3,987			3,279
L'Anse.....	3,055			2,668		3,233			2,668
Keweenaw Bay.....	3,245			2,596		3,310			2,596
Houghton.....	2,470			2,302		2,470			2,212
Chassell.....	2,535			1,784		0,000			0,000
Total Marquette to Houghton.....	33,167	33,167	25,729	25,729	30,965	20,956	29,410	23,854	23,854
NESTORIA TO STATE LINE:									
Vermile.....	2,667			2,154		1,958			2,154
Sidnaw.....	2,667			2,091		1,958			2,091
Trout Creek.....	2,667			2,072		1,958			2,072
Ewen.....	2,667			1,623		2,038			1,623
Lake Gogebic.....	2,739			1,843		2,008			1,843
Thomaston.....	8,778			7,022		6,236			7,022
North Bessemer.....	1,994			1,500		1,536			1,459
Total Nestoria to State Line.....	24,179	24,179	18,305	18,305	25,274	17,692	24,249	18,264	18,264
Total in Michigan.....		98,405		76,792		97,689		91,206	72,422

Schedule No. 23  
FUEL STATIONS

COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

Riggs—1911—Exhibit 1		Hansel—1912—Exhibit 15		Riggs—1913—Exhibit 1-A		1911			1912			1913		
						C.R.	%	P.V.	C.R.	%	P.V.	C.R.	%	P.V.
Side Tracks constructed for Coaling Stations are included in Schedule No. 16, Side Tracks, and are therefore eliminated from this schedule.						\$		\$	\$		\$	\$		\$
SAULT STE. MARIE Coaling Station: Embankment 1,000 c. y. @ \$0.30 Timber 43.64 M.B.M. Air hoist, derricks and coal house Coal buckets, ½ ton capacity 16 @ 40.00 weight 400 lbs 16		100 c. y. @ \$0.30 99.5 M.B.M. Same Coal buckets, ½ ton capacity 16 weight 400 lbs 16		All items in the 1913 appraisal are Freight and Passenger except as noted.		300 4,342 800 640	100 65 75 80	300 2,822 600 512	30 3,781 800 288					
Total.....						6,062		4,234	4,899	65	3,184	3,325	100	3,325
ST. IGNACE—Coal Shed: Timber 158.5 M.B.M. @ 43.65 Derricks, complete with ropes and clips 2 Coal buckets 24 Coal bucket cars 6 Miscellaneous 8.00		158.5 M.B.M. @ \$38.00 Same Same 24 Same Same		Same as 1911		6,917 110 960 48 140	65 88 80 80 75	4,496 110 768 38 105	6,023 432 48 140		6,917	65	4,496	
Total.....						8,175		5,495	6,753	65	4,389	7,575		5,015
SOO JUNCTION—Coal Shed Timber 49.9 M.B.M. @ \$43.64 Hand hoist complete Coal bucket' 15 Steel plate 643 lbs 0.03½		49.9 M.B.M. @ \$38.00 Same Same 15 Same		Same as 1911		2,178 55 600 22	65 75 80 90	1,416 41 480 20	1,896 55 270 22		2,178	65	1,416	
Total.....						2,853		1,957	2,243	65	1,458	2,480		1,657

[illegible]



## COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

## FUEL STATIONS—Continued

Riggs—1911—Exhibit 1	Hanseel—1912—Exhibit 15	Riggs—1913—Exhibit 1-A	1911		1912		1913				
			C.R.	%	P.V.	C.R.	%	P.V.	C.R.	%	P.V.
REPUBLIC—Cooling Station											
Timber	8.0 M. B. M. @ \$43.64	Same as 1911	349	65	227	304			349	65	227
Standard derrick	Same	Same	55	70	38	55			55	70	38
Buckets	40.00	9 @ \$15.00	360	80	288	162			135	80	108
Total			764		553	521	65		539		373
MICHIGAMME—Cooling Station											
Timber	9.4 M.B.M. @ \$43.64	Same as 1911	410	65	267	357			410	65	267
Standard derrick	Same	Same	55	70	38	55			55	70	38
Buckets	40.00	9 @ \$15.00	360	80	288	162			135	80	108
Total			825		593	574	65		600		413
NASTORIA—Cooling Station:											
Timber	284.6 M.B.M. @ \$43.64	Same as 1911	12,420	75	9,315	10,815			12,420	75	9,315
Derrick with air hoist complete	Same	Same	150	80	120	150			150	80	120
Buckets	22	22 @ \$15.00	880	80	704	396			330	80	264
Bucket cars	5	Same	40	80	32	40			40	80	32
Miscellaneous	Same	Same	224	75	168	224			224	75	168
Total			13,714		10,339	11,625	75		13,164		9,899
L'ANSE—Cooling Station:											
Timber	63.7 M.B.M. @ \$43.64	Same as 1911	2,780	65	1,807	2,420			2,780	65	1,807
Standard derrick	Same	Same	55	70	38	55			55	70	38
Buckets	13	13 @ \$15.00	520	80	416	234			195	80	156
Bucket cars	2	Same	16	80	13	16			16	80	13
Miscellaneous	Same	Same	35	75	26	35			35	75	26
Total			3,406		3,200	2,760	65		3,081		2,040



# RECAPITULATION

## FUEL STATIONS

LOCATION	1911		1912		1913	
	C. R.	P. V.	C. R.	P. V.	C. R.	P. V.
Sault Ste. Marie	\$ 6,082	\$ 4,234	\$ 4,899	\$ 3,184	\$ 3,325	\$ 3,325
St. Ignace	8,175	5,495	6,753	4,389	7,575	5,015
Soo Junction	2,855	1,957	2,243	1,458	2,480	1,657
Seney	10,447	6,945	8,779	5,706	9,922	6,525
Sand River	6,220	4,100	5,177	3,265	5,830	? 940
Marquette	25,831	21,533	24,804	18,603	34,722	30,691
Isbippening (South)	1,061	746	779	566	836	566
Republic	764	533	521	339	539	373
Michiganme	825	593	574	373	600	413
Nestora	13,714	10,339	11,625	8,719	13,164	9,899
L'Anse	3,406	2,300	2,760	1,794	3,081	2,040
Houghton	2,109	1,469	1,574	1,023	1,709	1,149
Ewen	7,321	5,535	6,108	3,665	6,871	5,175
Thomaston	11,804	9,500	9,944	7,458	11,279	9,054
Total in Michigan	100,624	75,459	86,540	60,582	101,933	79,722
Allocated, 1913:						
Freight and Passenger					100,558	78,783
Freight					539	373
Ore					836	566



## DOCKS AND WHARVES

## COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

Riggs—1911—Exhibit 1	Hansel—1912—Exhibit 15	Riggs—1913—Exhibit 1-A	Allo- cation	1911			1912			1913		
				C.R.	%	P.V.	C.R.	%	P.V.	C.R.	%	P.V.
<p>MARQUETTE:</p> <p>Track material and labor cut out of Docks and Wharves Schedule and included under Sidetracks, Schedule No. 16. Items of actual cost for freight charges and engineering disregarded here by reason of inclusion of freight charges in unit prices and engineering in a general percentage charge.</p> <p>IRON ONE Dock No. 1:</p> <p>This structure, which was given a reproduction cost of \$318,333 and a present value of \$193,207 in 1900, has been dismantled, and during the years 1910-11 large credits to capital appear by reason of such abandonment.</p> <p>The pile foundations are all in place. Considerable timber is as yet in position and much of the iron work is on hand. There remains value:</p> <p>(a) Contingent on future use of the pile foundations which are sound.</p> <p>(b) Scrap value of material not yet removed.</p> <p>We assign, by reason of both these elements, a value of</p>	<p>The tracks on these docks are eliminated from this schedule and included under Side Tracks.</p> <p>No value allowed</p>	<p>Same note as in 1911</p> <p>No value allowed</p>		3		3	3		3	3		3
												50,000
				50,000	50	25,000						



COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

DOCKS AND WHARVES—Continued

Riggs—1911—Exhibit 1		Hansel—1912—Exhibit 15		Riggs—1913—Exhibit 1-A		1911			1912			1913				
						Allo- cation	C.R.	%	P.V.	C.R.	%	P.V.	C.R.	%	P.V.	
IRON ONE DOCK NO. 5: On site of Old Dock No. 3. Labor overhauling old foundation and clearing of site—actual cost Inspection—actual cost Piling, 159,865 lin. ft. in place \$ 0.40 Timber, 6,678,750 F.B.M. in place 43.64 Rods, bolts and iron in place 661,916 lbs Hoists and fixtures Spouts Water system Electric lights Dredging Miscellaneous Omitted		Including Approaches 100,000 lin. ft. in place @ \$ 0.30 6,608 M.B.M. in place 38.00 656,000 lbs Same Same Same Poles Same Rock fill, miscellaneous tools, etc. Plate girder over Fron St. and viaduct over Lake St. 296,000 lbs. steel @ \$0.04 Concrete fastings for tower and excavation for same 24 c. y. @ \$10.00 Omitted		Total cost of reproduction Per Exhibit 1		Ore	1,068	100	1,068				496,091	90	396,873	
							3,394	100	3,394							
							63,946	85	54,354							
							291,461	80	233,169							
							23,167	85	19,602							
							55,622	85	47,279							
							35,117	80	28,094							
							1,858	80	1,486							
							202	90	182							
									18,936	100	18,936					
Total Dock No. 5.				Rest room and office 14'x36' built 1906			1,300	80	1,040							
						Ore										
							496,091		408,714				496,441		397,153	
Pier 42'x1,100'—Pile and timber construction Trestle approach Crib—rock filled—10'x10'x550'—Timber and stone		(This item is included exactly as included by Mr. Hutchinson in the 1900 Cooley appraisal for the reason that it is of value in protecting the bank		F. F. F.												



Merchandise Pier—Pile and timber construction	from wash, and if it were not there would necessitate a large amount of riprap).	F.	54,614	40	21,846	54,614	25	13,654
Wharf, 18'x420'		F.	5,040	25	1,260	5,040	25	1,260
Revetment—Pile and timber construction—180 ft.		F.	1,440	35	504	1,440	35	538
Coal dock—60'x1,053'		F.	63,180	20	12,636	63,180	10	6,318
Dock—Pile and timber construction—20'x200'		F.	2,667	20	533	2,667	20	533
Dredging		F.	59,000	100	59,000	59,000	100	59,000
Freight warehouse		F.	4,795	35	1,678	4,795	35	1,678
Omitted						200	75	150
Total Miscellaneous Docks			228,054		103,290	228,254		88,930
Dock No. 1			50,000		25,000			
Dock No. 4			315,478		192,148	101,450		78,870
Dock No. 5			496,091		408,714	325,347		397,153
Total at Marquette			1,089,623		729,152	426,797		564,953
BARAGA:								
New ferry dock—actual cost		F. & P.	750	100	750	750	90	675
Houghton:								
Revetment, in front of station, rip-rap	Same	F. & P.	500	40	200	2,884		1,710
Trestle	Same		1,584	60	950			
Dock—actual cost	Same		800	70	560			
Total at Houghton			2,884		1,710	1,710		1,710
St. Ignace:								
Revetment and fill, pile and timber construction	Same	F.	1,979	30	594	1,979	30	594
Approach fill and timber revetment	Same		322	40	129	322	40	129
Foot walk, pile and timber construction	Same	Pass.	1,100	65	715	1,100	65	715
Merchandise pier	Same	F.	61,164	30	18,349	61,164	30	18,349
Lumber pier	Same	F.	10,970	25	2,742	10,970	25	2,742
Lumber and coal pier, exclusive of pile foundation for coal pockets	Same							
Approach to pier	Same	F.	27,884	30	8,365	27,884	30	8,365
Freight warehouse 30'x13'	Same	F.	992	40	397	992	40	397
Car ferry dock—Guide wing, double row piles	Same	F.	3,662	80	2,930	3,662	80	2,930
Anchorage for guide wings	Same	F. & P.	5,824	60	3,494	40,540		24,581
			1,973	60	1,184			

# COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

## DOCKS AND WHARVES—Continued

Riggs—1913—Exhibit 1-A	Hansel—1912—Exhibit 15	Riggs—1913—Exhibit 1-A	Allo- cation	1911			1912			1913		
				C.R.	%	P.V.	C.R.	%	P.V.	C.R.	%	P.V.
Relay slip				\$		\$	\$		\$	\$		\$
Approach pier	Same			2,193	40	877	2,193	40	877			
Approach fill	Same			21,160	60	12,696	21,160	60	12,696			
Plank extension to approach pier	Same			1,983	50	842	1,983	50	842			
Trestle platform	Same			550	50	275	550	50	275			
Apron dock, main girders and trans- form beam—Actual cost	Same			1,008	50	804	1,008	55	884			
Gallows frame and foundation				1,500	80	1,200	1,500	80	1,200			
Hinge support				700	80	560	700	80	560			
Apron guard				553	80	442	553	80	442			
Platform				397	80	318	397	80	318			
Rods, bolts, counterweights and iron in place				300	70	210	300	70	210			
Electric lights on dock				1,674	80	1,339	1,674	80	1,339			
				425	70	340	425	80	340			
Total at St. Ignace				148,613		58,802	148,614		58,882	148,613		58,802
The same items are shown in the Appendix.												
MACKINAC TRANSPORTATION CO.:												
Coal pockets, timber and piles	\$17,743	50										
Buckets	1,100	30										
Dump car track and switches	341	75										
Dump cars	525	280										
Derrick boats	2,000	50										
Hoisting plant	1,265	75										
	22,974											
D, S. S. & A. R'y, 1/4 interest.	11,687											
				7,658		3,896				7,658		3,896

RECAPITULATION				DOCKS AND WHARVES			
LOCATION	1911		1912		1913		
	C. R.	P. V.	C. R.	P. V.	C. R.	P. V.	
Marquette.....	1,089,623	729,152	700,353	426,797	1,040,173	654,953	
Baraga.....	750	750	750	750	750	675	
Houghton.....	2,884	1,710	2,884	1,710	2,884	1,710	
St. Ignace.....	148,613	58,802	148,614	58,882	148,613	58,802	
Mackinac Trans. Co.....	7,658	3,896			7,658	3,896	
Total in Michigan.....	1,249,528	794,310	853,001	488,139	1,200,078	630,036	

Schedule No. 27  
ELECTRIC PLANTS

COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

Riggs—1911—Exhibit 1	Hansel—1912—Exhibit 15	Riggs—1913—Exhibit 1-A	1911			1912			1913		
			C.R.	%	P.V.	C.R.	%	P.V.	C.R.	%	P.V.
<b>MACHINERY:</b> 1—70 K. W. direct connected set consisting of A. C. generator, 240 volts, 156 amperes, 2 phase, 60 cycle, 277 r. p. m., including 10 K. W. exciter and one 100 H. P. Ideal engine 11½"x14" @ \$50 per K. W. Foundations and labor of erection of above set Steam and exhaust piping 1—2 panel switchboard erected complete  1—50 light mercury arc rectifier with a constant current transformer 1—30 K. W. 2 phase transformer, 60 cycle 2—Lighting arresters 16—40 ft. poles erected 105—30 ft. poles erected 27—25 ft. poles erected 199—Wood cross arms erected 436—Glass insulators in place 1,890 ft. guy wire in place 9 guy rods in place 24 arc lamps erected  4,420 pounds of No. 6 W. P. copper wire Labor of erection of 4,420 pounds of wire  Total in Michigan	Same—erected complete Included above Included above 1—Panel switchboard erected complete  Same Included below Included below Included below 5.17 Included below 4.00 Included below .47 Included below 0.04 Included below 0.03 Included below 0.60 Included below 31.80 24 arc lamps and distribution line complete 18½ Included above 0.06 Included above	Total as per Exhibit 1—page 242 This plant is at Marquette Shops and furnished current for lighting shops and yards. Freight and Passenger	\$		\$	\$		\$	\$		
			350	90	3,15	4,130	90	3,717			
			350	90	315						
			280	90	252						
			1,200	100	1,200	1,200	95	1,140			
			1,250	100	1,250	1,250	95	1,187			
			221	100	221						
			9	100	9						
			127	90	114						
			543	75	407						
			108	75	81						
			94	66	61						
			17	100	17						
			57	100	57						
			5	100	5						
			763	90	687	3,027	90	2,724			
			818	95	777						
			265	95	252						
			9,607		8,855	9,607		8,768	9,607		8,855



## MISCELLANEOUS STRUCTURES

## COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

Riggs—1911—Exhibit 1	Hansel—1912—Exhibit 15	Riggs—1913—Exhibit 1-A	Allo- cation	1911 *		1912		1913	
				C.R.	%	P.V.	C.R.	%	P.V.
SAULT STE. MARIE TO MARQUETTE SAULT STE. MARIE:				\$		\$	\$		\$
Tool house 12'x12'x7' B. & B. 1887—144 sq. ft. @ 90c	Same	Tool house—10'x12'x7'—120 sq. ft. @ 90c—\$108— $\frac{1}{2}$ interest	F & P.	130	50	65	130	50	65
Tool house 12'x12'x5'—1901—144 sq. ft. @ 90c	Tool house 10'x12'x5'—120 sq. ft. @ 90c	Tool house—10'x12'x7'—120 sq. ft. @ 90c—\$108— $\frac{1}{2}$ interest	F & P.	130	80	104	108	80	86
The standard tool house has shingle roof, B. & B. sides, double doors—2 windows	Same								
Yard master's office—frame shingle roof, 1902—16'x24'x12'—384 sq. ft. @ \$1.25	Same except 384 sq. ft. @ \$1.25	Transferred to station building schedule		480	90	432	384	80	307
Toilet (yard) 1902—4'x6'x6'—24 sq. ft. @ \$1.25	Same	Water closet—4'x4'x7'—18 sq. ft. @ \$1.25—\$22— $\frac{1}{2}$ interest	F & P.	30	80	24	30	80	24
Coal house—1880	Same	Removed		25	50	12	25	50	12
Ice house—frame, shingle roof—built in 1900—26'x76'x18'—1,976 sq. ft. @ \$1.00	Same	Same—\$1,976— $\frac{1}{2}$ interest	F & P.	1,976	85	1,680	1,976	80	1,581
Flag house—frame, shingle roof 6'x6'x7'—36 sq. ft. @ \$2	Same	Same—\$72— $\frac{1}{2}$ interest	F & P.	72	80	58	72	80	58
Oil house—B. B. R. roof—10'x12'x8'—120 sq. ft. @ \$1.50	Same	Transferred to shops, Veg. house, etc.		180	80	144	180	80	144
Black yard chute (double)	Same	Same—\$10— $\frac{1}{2}$ interest	F.	50	60	30	50	60	30
Black yards 10'x200'—10,000 sq. ft. @ 3c	Same	Same—\$300— $\frac{1}{2}$ interest	F.	300	60	180	300	60	180
Constant black factory, 1908	Same	Should have been in Marquette		875	90	788	875	90	788
Custom house—1907	Same	Transferred to station building schedule		370	95	352	370	90	333
Omitted	Omitted	Swickman's house—8'x7'—81 sq. ft. @ \$1.25—\$101— $\frac{1}{2}$ interest	F & P.						
Omitted	Omitted	Lamp house—10'x12'x7'—120 sq. ft. @ \$1.25—\$150— $\frac{1}{2}$ interest	F & P.						
Omitted	Omitted	Tool house— $\frac{1}{2}$ beam car—\$70— $\frac{1}{2}$ interest	F.						
Included in shops, engine houses, etc.	Included in shops, engine houses, etc.	Track ends, 1894—rebuilt 1901—96 sq. ft. @ \$3.50— $\frac{1}{2}$ interest	F.						
Omitted	Omitted	Brake house—4'x7' @ \$1.50— $\frac{1}{2}$ int.	F.						
100 sq. ft.;									
Section house—frame and shingle roof, 1887—24'x25'x16'—672 sq. ft. @ \$2.00	Same	Same	F & P.	1,344	65	874	1,344	65	874





### COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

## MISCELLANEOUS STRUCTURES—Continued

Riggs—1911—Exhibit 1		Hansen—1911—Exhibit 15		Riggs—1912—Exhibit 1-A		1911		1912		1913	
						C.R.	%	P.V.	C.R.	%	P.V.
<b>Box Structures:</b>											
Section house—frame, shingle roof, 1902—24'x40'x18'	Same	Same	Same	Same	Same	1,920	70	1,344	1,920	70	1,344
900 sq. ft. @ \$2.00	Same	Same	Same	Same	Same	50	35	50	50	35	50
Barry—dig out of area	Same	Same	Same	Same	Same	25	85	21	25	85	21
Cable—dig out of area	Same	Same	Same	Same	Same	1,200	95	1,107	1,200	95	1,107
Track scales—1902—36 sq. ft. @ \$33.00	Same	Same	Same	Same	Same	30	50	15	30	50	15
Tolled 3'x8'x7'—1887	3 toilets @ \$30	Same as 1911	Same	Same	Same	30	50	15	30	50	15
Coal house—4'x6'x6'—1887	Same	Same	Same	Same	Same	36	50	18	36	50	18
Toed house—1887—12'x16'x7'—200 sq. ft. @ 90c	Same	Same	Same	Same	Same	180	50	90	180	50	90
Toed house—1900—B. & B., 4'x8'x6'	Included above	Same	Same	Same	Same	30	75	22	30	75	22
Toed house—1892—4'x7'	Included above	Same	Same	Same	Same	30	50	15	30	50	15
Toed house—1891—B. & B., 12'x15'x7'—194 sq. ft. @ 90c	Same	Same	Same	Same	Same	175	50	88	175	50	88
Iron house—1887—shingle roof—moved from Soc in '03	Same	Same	Same	Same	Same	70	50	35	70	50	35
—12'x12'x7'—144 sq. ft.	Omitted	Same	Same	Same	Same	75	50	38	75	50	38
<b>Flacks:</b>											
Section house—frame, shingle roof, 1881—general repairs, 1903—10'x12'x8', and 16'x24'x16'—304 sq. ft. @ \$2.00	Same	Same	Same	Same	Same	1,008	50	504	1,008	50	504
Toed house—1902—B. & B.—10'x14'x7'—140 sq. ft. @ 90c	Same	Same	Same	Same	Same	126	80	101	126	80	101
Toed house—1901—4'x4'x6'	Same	Same	Same	Same	Same	30	60	18	30	60	18
<b>NEW BERRY:</b>											
Section house—frame, shingle roof—10'x24'x7', 10'x24'x7', 16'x24'x14'—1056 sq. ft. @ \$2.00	Same	Same	Same	Same	Same	2,112	50	1,056	2,112	50	1,056
Toed house—1881—6'x9'x9'x7'	2 toilets	Same	Same	Same	Same	50	50	25	50	50	25
Black shanty—1910—4'x18'—72 sq. ft. @ 90c	Omitted	Same	Same	Same	Same	65	100	65	65	95	62
Toed house—1881—B. & B.—4'x4'x6'	Included above	Same	Same	Same	Same	30	50	15	30	50	15
Toed house—1881—11'x13'x7'—143 sq. ft. @ 90c	Same	Same	Same	Same	Same	129	50	64	129	50	64
Agent's house—frame, shingle roof—repaired and painted 1906—12'x16'x7'x8' and 20'x26'x5'x17'—156 sq. ft. @ \$2.00	Same	Same	Same	Same	Same	1,500	75	1,125	1,500	75	1,125

Tool house—1081—10'x13'x7'—130 sq. ft. @ 90c Lawson's store house—1907—12'x15'x18'—180 sq. ft. @ 90c Leading chute and stock yard	Same Same Same	117 162 40	50 95 50	56 154 20	50 162 40	58 154 20	117 162 40	50 95 50	56 154 20
DUGLASSVILLE: Toilet—frame, shingle roof, 1081—0'x8'x0' Block abutty—1081—4'x10'—76 sq. ft. @ 90c Block chute	Same Omitted Same	50 68 25	50 50 50	25 34 12	50 50 25	25 34 12	50 50 25	50 50 50	25 34 12
McMILLAN: Buckhorn house—1906—frame, shingle roof, 12'x24'x8', 18'x24'x10'—720 sq. ft. @ \$2.00 Toilet—1911—0'x6'x7' Buckhorn tool house, 1946—10'x12'x8'—120 sq. ft. @ 90c Lamp house—log, shingle roof, 1900—0'x11'x5'—69 sq. ft. @ 90c Toilet—1909—shingle roof—5'x0'x8'	Same 2 toilets @ \$30 Same Same Included above	1,440 30 106 89 30	95 100 95 85 90	1,368 30 103 76 27	1,440 60 108 89 30	1,296 54 97 76 27	1,440 30 106 89 30	95 90 90 85 90	1,368 30 103 76 27
LARREY: Buckhorn house, 1906—frame, shingle roof—18'x24'x16', 12'x24'x8'—720 sq. ft. @ \$2.00 Buckhorn tool house—1902—B. & B. roof—10'x15'x7'— 150 sq. ft. @ 90c Toilet—1906—0'x5'x6'	Same Same Same	1,440 135 30	95 60 90	1,368 81 27	1,440 135 30	1,296 81 27	1,440 135 30	95 60 90	1,368 81 27
HERLEY: Buckhorn house—shingle roof—general repairs 1901— 18'x20'x13', 9'x12'x5'x8'—500 sq. ft. @ \$2.00 Coal house, 10'x12' Tool house—10'x12'x7'—120 sq. ft. @ 90c Toilet—4'x4'x6'—1081 Block chute	Same Same Same Same	1,124 40 108 30 25	80 60 60 50 50	899 24 65 15 12	1,124 40 108 30 25	899 24 65 15 12	1,124 40 108 30 25	80 60 60 50 50	899 24 65 15 12
DREGE: Buckhorn house, 1881—shingle roof—10'x24'x8' and 18'x 24'x4'—672 sq. ft. @ \$2.00 Tool house, 1081—B. & B. roof—12'x10'x8'—192 sq. ft. @ 90c Toilet—1081—B. & B.—4'x4'x6' Wood house—1081—11'x5'x8'	Same Same Same Same	1,344 172 40	55 50 50	739 86 20	1,344 173 40	739 86 20	1,344 173 40	55 50 50	739 86 20

## COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

## MISCELLANEOUS STRUCTURES—Continued

Riggs—1911—Exhibit 1	Haned—1911—Exhibit 15	Riggs—1913—Exhibit 1-A	Allo- cation	1911			1912			1913		
				C.R.	%	P.V.	C.R.	%	P.V.	C.R.	%	P.V.
				\$		\$	\$		\$	\$		\$
<b>COLUMBIAN:</b>												
Section house, 1881—shingle roof—general repairs	Same		Same	1,344	60	806	1,344	60	806	1,344	60	806
1902—18'x24'x14', 10'x24'x5'—672 sq. ft. @ \$2.00												
Toot house—log, B. & B. roof, 1905—15'x18'x7'—270 sq. ft. @ 50c	Same		Same	135	90	122	135	90	122	135	90	122
Toot house—log, B. & B. roof, 1900—12'x18'x5½'—216 sq. ft. @ 50c	Same		Same	108	85	92	108	85	92	108	85	92
Toilet—1881—5'x5'x5'	Same		Same	30	50	15	30	50	15	30	50	15
<b>STINGLTON:</b>												
Section house—12'x14'x5'—18'x24'x14'—kitchen (1909) 10½'x12½'x7'—600 sq. ft. @ \$2.00	731 sq. ft. @ \$2.00	Same as 1911	F & P.	1,300	85	1,020	1,462	80	1,170	1,200	85	1,020
General repairs, 1901												
Toot house—frame, shingle roof, 1881—new shingles 1903—11'x16'x7'—176 sq. ft. @ 90c	Same		Same	158	60	95	158	60	95	158	60	95
Toilet, 1881, B. & B. roof—4'x4'x5'	2 toilets @ \$30		Same	30	50	15	60	60	36	30	50	15
Wood shed, 1900—12'x16'x7'	Same		Same	50	80	40	50	80	40	50	80	40
Toilet frame, shingle roof, 1902—3'x5'x7'	Included above		Same	30	80	24				30	80	24
<b>WETMORE:</b>												
Toot house, 1892—shingle roof—14'x20'x8'—280 sq. ft. @ 90c	Same		Same	252	60	151	252	60	151	252	60	151
Toilet, 1900, B. & B. roof—4'x5'x5'	Same		Same	30	75	22	30	75	22	30	75	22
Stock chute	Same		Same	25	50	12	25	50	12	25	50	12
<b>METZING JUNCTION:</b>												
Toilet, 1900—4'x6'—\$30.00—half interest	Same		Same	15	100	15	15	90	14	15	95	14
<b>RIDGE:</b>												
Section house—concrete blocks, Carey roof, 1907—24'x32'x16'—768 sq. ft. @ \$3.00	Same		Same	2,304	90	2,074	2,304	90	2,074	2,304	90	2,074
Toot house—frame, shingle roof, 1900—12'x14x7½'—168 sq. ft. @ 90c	Same		Same	151	80	121	151	80	121	151	80	121
Toilet, 1900—moved from Hallaton—6'x8'x5'	Same		Same	50	75	38	50	75	38	50	75	38

Barn, 1900—8'x11'x4½', 9'x11'x7'—187 sq. ft. @ 90c  
Spring house—old timber—iron—16'x16'x6½'  
Hog barn—1901—11'x15'x8'

# AT TRAIN:

Tool house, 1881—13'x13'x6'—109 sq. ft. @ 90c  
Toilet, 1900, B. & B.—4'x4'x6'

# ONOTA

Tool house, frame, B. & B. roof, 1881—12'x14'x7'—108 sq. ft. @ 90c  
Coal house—frame, B. & B. roof, 1881—6'x12'x5'—72 sq. ft. @ 50c

# SAND RIVER:

Section house, 1887—new roof 1907—9'x23'x6', 24'x25'x16'—807 sq. ft. @ \$2.00  
Lamp house, 1892—frame, new shingle roof, 1901—6'x5'x7'—48 sq. ft. @ \$1.50  
Agent's house, 1881—frame, new shingle roof, 1901—13'x20'x12'—375 sq. ft. @ \$2.00

Warehouse—same description—375 sq. ft. @ \$1.00

Tool house, 1887, B. & B.—12'x15'x6'—180 sq. ft. @ 90c  
Toilet, 1887, B. & B.—4'x4'x6'  
Omitted  
Omitted  
One box car

# GORDON:

Section house—18'x24'x14'—addition 1906—14'x16'x8½'—moved from Deerton, 1893—originally built, 1881—new siding in 1902—rebuilt in 1906—656 sq. ft. @ \$2.00  
Well—30' deep in 1911  
Tool house, 1893—frame, shingle roof—10'x12'x5'—120 sq. ft. @ 90c  
Toilet—4'x4'x6'

# CHOCOLAT:

Section house reported in 1902 was burned in 1908—rebuilt

F. & P.	168	80	134	108	80	134	166	90	134
F. & P.	30	50	15	30	50	15	30	50	15
F. & P.	20	75	15	20	75	15	20	75	15
F. & P.	152	50	76	152	50	76	152	50	76
F. & P.	30	75	22	30	75	22	30	75	22
F. & P.							500	75	375
F. & P.	151	50	76	151	50	76	151	50	76
F. & P.	36	50	18	36	50	18	36	50	18
F. & P.	1,614	75	1,210	1,614	75	1,210	1,614	75	1,210
F. & P.	72	75	54	72	75	54	72	75	54
F. & P.	750	70	525	375	70	262	750	50	375
F. & P.	162	50	81	162	50	81	162	50	80
F. & P.	30	50	15	30	50	15	70	80	56
F. & P.							133	80	106
F. & P.	1,312	90	1,181	1,312	80	1,050	1,312	90	1,181
F. & P.	75	100	75	75	100	75	75	100	75
F. & P.	108	75	81	108	75	81	106	75	81
F. & P.	30	60	18	30	60	18	30	60	18
F. & P.				250	50	125			

COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS—Continued

MISCELLANEOUS STRUCTURES

Riggs—1911—Exhibit 1	Hazel—1912—Exhibit 15	Riggs—1913—Exhibit 1-A	Allo- cation	1911			1912			1913		
				C.R.	%	P.V.	C.R.	%	P.V.	C.R.	%	P.V.
Tool house, 1881, B. & B. roof—10'x10'x7'—100 sq. ft. @ 90c	Same	Same	F & P.	90	50	45	90	50	45	90	50	45
Tool—frame, B. & B., 1881—4'x4'x6'	Same	Same	F & P.	30	50	15	30	50	15	30	50	15
		Total								37,406		26,960
		Allocated 1913										
		Freight and Passenger								35,034		25,136
		Freight								2,372		1,814
Total South Ste. Marie to Marquette				39,140		28,977	38,925		28,302	37,406		26,960
ST. IGNACE TO SIO JUNCTION												
ST. IGNACE												
Section tool house, 1887—frame, B. & B. roof—6'x16'x7'—7—96 sq. ft. @ 90c	Same	Tool house—frame, shingle roof, 1888—6'x16'x7'—96 sq. ft. @ 90c	F & P.	80	50	43	86	50	43	86	50	43
Tool house—frame and shingle roof, 1888—6'x16'x7'—144 sq. ft. @ 90c	Same	Same as 1911	F & P.	130	50	65	86	50	43	130	50	65
Truck scale—'Furber's'—36 ft. @ \$35.00	Same	Same	F.	1,260	80	1,008	1,260	70	882	1,260	80	1,008
Tool—5'x5'x6'—frame with B. & B. roof—1900	Same	Same	F & P.	30	75	23	30	75	23	30	75	23
Flag house—frame, 1881—8'x5'x7'—64 sq. ft. @ \$2.00	Same	Same except built 1900	F & P.	128	50	64	128	80	102	128	80	64
Oil house—1889—frame, shingle roof—6'x6'x7'—49 sq. ft. @ \$1.50	Same	Same	F & P.	72	75	54	72	75	54	72	75	54
Switchman's house—frame, shingle roof, 1888—6'x5'x7'—48 sq. ft. @ \$2.00	Same	Same	F & P.	96	65	62	96	65	62	96	65	67
Car foreman's house—frame, shingle roof, 1888—7'x9'x7'—63 sq. ft. @ \$1.25	Same	Same	F.	79	80	47	79	60	47	79	60	47
Coal house, B. & B.—6'x10'x7'—60 sq. ft. @ 90c	Same	Same	F & P.	54	50	27	54	80	43	54	50	27
Ice house and buffet, car office, 1888—frame, shingle roof—13½'x7'—1,295 sq. ft. @ \$1.00	Same	Same	F & P.	1,295	95	1,230	1,295	80	1,036	1,295	95	1,230
Gravel elevator—1901	Same	Same	F & P.	1,024	50	512	1,024	60	614	1,024	50	512
Omitted	Omitted	House—4'x5'—for track scales	F.							45		36

## ALLENTOWN:

Section house—18'x24'x16'—annex 10'x18'x6½'—612 sq. ft. @ \$2.00—overhauled 1902  
 Tool house—B. & B.—12'x12'x7'—144 sq. ft. @ 90c  
 Well—4'x4'x18'  
 Barn—1902—B. & B.—12'x21½'x9'—256 sq. ft. @ 90c

## MORGAN:

Section house—frame, shingle roof—1902—18'x24'x16'  
 Kitchen 7½'x10'x7'—507 sq. ft. @ \$2.00  
 Cellar under house, add to house  
 Well—4'x4'x25' deep  
 Coal house—7'x9'x5'—63 sq. ft. @ 50c  
 Toilet—4'x4'x6'  
 Tool house—1902—log shingle roof—13'x14'x6½'—182 sq. ft. @ 90c

## KENNETH:

Section house, frame, shingle roof—18'x24'x16'—  
 kitchen 10'x22x5'—652 sq. ft. @ \$2.00  
 Storehouse, 1902—logs and B. & B. roof—9'x12'x5'—  
 108 sq. ft. @ 90c  
 Toilet—4'x5'x7'  
 Tool house—B. & B. all over—9'x13'—117 sq. ft. @ 90c

## TROUT LAKE:

Tool house—frame, shingle roof—10'x12'x8'—120 sq. ft. @ 90c  
 Tool house—log shingle roof, 1881—11½'x13'x5'—150 sq. ft. @ 50c  
 Same except 1887—10'x12'—  
 —120 sq. ft. @ 50c

Toilet, 1887—5'x5'x6'  
 Oil house, 1908—8'x16'x7' (½ box car)

## FIBER JUNCTION:

Omitted  
 Omitted

Same	Same	1,224	80	979	1,224	70	857	1,224	80	979
Same	Same	1,304	70	91	130	70	91	130	70	91
Same	Same	73	100	73	73	100	73	73	100	73
Same	Same	232	80	186	232	80	186	232	80	186
F. & P.	F. & P.	1,014	90	913	1,014	70	710	1,014	90	913
Same	Same	50	100	50	50	100	50	50	100	50
Same	Same	101	100	101	101	90	91	101	100	101
Same	Same	32	80	28	32	50	16	32	80	28
Same	Same	30	50	15	30	50	15	30	50	15
Same	Same	164	80	131	164	80	131	164	80	131
F. & P.	F. & P.	1,304	90	1,174	1,304	90	1,174	1,304	90	1,174
Same	Same	97	85	82	97	85	82	97	85	82
Same	Same	30	70	21	30	70	21	30	70	21
Same	Same	105	70	74	105	70	74	105	70	74
F. & P.	F. & P.	108	50	54	108	50	54	108	50	54
Same	Same	75	50	38	60	50	30	75	50	38
Same	Same	50	50	25	50	50	25	50	50	25
Same	Same	67	50	34	67	50	34	67	50	34
F. & P.	F. & P.	399	60	239	399	60	239	399	60	239
F. & P.	F. & P.	126	60	76	126	60	76	126	60	76

3 box cars @ \$133  
 Section tool house—10'x14'x5'—140 sq.  
 ft. @ 90c

### COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

## MISCELLANEOUS STRUCTURES—Continued

[illegible]





## COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

## MISCELLANEOUS STRUCTURES—Continued

Riggs—1911—Exhibit 1	Hammel—1911—Exhibit 15	Riggs—1913—Exhibit 1-A	Allo- cation	1911		1912		1913	
				C.R.	%	P.V.	C.R.	%	P.V.
Scale house—8'x8'x7'	Included above	Same except 4'x8'x7'—32 sq. ft. @ \$1.50 at Lake St.	F.	96	75	72	48	90	43
Switch house—1872—west of coal shed	Can't identify	Can't identify			96	50	48		
Cement block factory	Same, 16'x20'x12, frame and shed	Same	F & P.	875	90	788	1,000	80	800
Scale house	Included above	Same—4'x8'x7'—32 sq. ft. @ \$1.50—Lake St.	F.	96	96	91	48	90	43
Scale house	2—10'x14' @ \$2.00	Over automatic scales—9'x12'—108 sq. ft. @ \$1.00	O.	96	95	91	108	75	81
Scale house	Included above	Ore yard over east scales—14'x16'—224 sq. ft. @ \$1.00	O.	96	85	82	224	75	168
Scales—1907—7'x36'—Fairbanks	Omitted	Same—West End Ore Yard—East Scales	O.	1,200	95	1,197	1,200	95	1,197
Scales—1907—7'x24'—Fairbanks	Omitted	Same except 27'—self-registering	O.						
Scales—1899—7'x28'—Standard	Omitted	(West End Ore Yard—West Scales)	O.	840	95	798	840	95	798
Switch house—athing—8½'x8½'x5'—72 sq. ft. @ \$2	Can't identify	Same except 1889 at Lake St.	F.	980	85	833	980	85	833
Toilet—4'x4'x6'	Included above	Same—at fly switch	O.	144	75	108	144	75	108
Barn	Omitted	Can't identify		30	50	15			
Toilet—1881	Included above	Same—18'x24'—frame	F & P.	150	50	75	150	50	75
3 iron houses—various sizes	Included above	Can't identify		30	50	15			
	Same except iron sides and roof—30'x168'—(1872) lean to 22'x68'—frame	Included in Shops Eng. House Schedule		150	50	75			
Company's store house—upper yard—frame—30'x165'—4,950 sq. ft. @ \$1.00		Same as 1911	F & P.	4,950	85	4,208	3,600	90	2,160
Dwelling—Genesee St.—18'x16'x7', 12'x16'x8', 24'x14'—912 sq. ft. @ \$2.00	Omitted	Same—not used	F & P.	1,824	50	912	1,824	50	912
Dwelling—Division St.—14'x16'x7', 22'x38'x13'—1,000 sq. ft. @ \$2.00	Omitted	Same	F & P.	2,120	50	1,060	2,120	50	1,060
Dwelling—Division St.—18'x23'x14'—414 sq. ft. @ \$2	Omitted	Same	F & P.	828	50	414	828	50	414
Dwelling—Hampton St.—10'x12'x7', 18'x28'x14'—624 sq. ft. @ \$2.00	Omitted	Same							
Dwelling—Woods St.—16'x26'x9'—416 sq. ft. @ \$2.00	Omitted	Same	F & P.	1,248	50	624	1,248	50	624
Fences, sidewalks, sheds, etc.	Omitted	Same except on Furnace St.	F & P.	832	50	416	832	50	416
	Same	Included in Station Building Schedule		200	50	100	800	60	480

Toilet—4'x4'x6'	Included above	Same	O.	30'	50'	15'				30'	50'	15
Flag house—Hampton—1897—5'x7'x6'—35 sq. ft.	Included above	Same—35 sq. ft. @ \$2.00	F. & P.	70'	80'	56'				70'	80'	56
Omitted	Ice house 28'x61'x23'—(1881)—rebuilt 1900	Ice house at Lake St.—30'x60'x20'—1,800 sq. ft.								2,000	70	1,400
Omitted	Omitted	Weight master's office—west end ore yard—14'x16'—224 sq. ft. @ \$1.00	O.						1,700	75	224	168
Omitted	Omitted	Switch shanty at fly switch	O.								96	48
Omitted	Store house—lower yard—old brick round house											
Omitted	Stationary store house—5th St.—12'x42'—frame	Included in Shop Eng. House Schedule										
Omitted		Omitted							3,000	40	1,200	
Can't identify	Included above	Flag house—corner Lake and Memard St. 9'x9'x7'—81 sq. ft. @ \$2.00	F. & P.						500	60	300	81
Can't identify	Included above	Flag house—Genesee St.—9'x9'x7'—81 sq. ft. @ \$2.00	F. & P.								162	81
Can't identify	Included above	Flag house—Lake St., near old ft house—6'x6'x7'—36 sq. ft. @ \$2.00	F. & P.								162	81
Can't identify	Included above	Flag house—West end lower yard—4'x5'—20 sq. ft. @ \$2.00	F. & P.								72	30
Can't identify	Included above	Flag house—corner 3rd and Maple St.—6'x8'x7'—48 sq. ft. @ 2.00	F. & P.								40	48
Can't identify	Can't identify	Target between 3rd and 4th Sts.—12'x14'	F. & P.								96	48
BAGDAD:												
Toilet—4'x4'x6'—moved to side track	Same	Same	F. & P.	30'	50'	15'					30'	15
GRAND VIEW:												
Toilet house—1896—rebuilt, 10½'x12½'x7'—131 sq. ft. @ 90c	Same	Same	F. & P.	118	80	94			118	80	118	94
EAGLE MILLS:												
Telegraph office, 1892—8'x8'x7½'—1905, 7'x8'x7'—120 sq. ft. @ \$2.00	Same	Telegraph office—1905—7'x8'x7'—50 sq. ft. @ \$2.00	F. & P.	240	85	204			240	85	204	95
Tool house, 1881—10'x18'x7'—180 sq. ft. @ 90c—moved from Bagdad	Same	Same	F. & P.	162	50	81			162	50	81	81
Tool house	Same	Removed		162	50	81			162	50	81	
SOUTH EAGLE MILLS:												
Section tool house, 1881—thingle roof—12'x16'x8'—192 sq. ft. @ 90c	Same	Same	F. & P.	173	50	87			173	50	87	87

## COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

## MISCELLANEOUS STRUCTURES—Continued

Riggs—1911—Exhibit 1	Hansel—1912—Exhibit 15	Riggs—1913—Exhibit 1-A	Allo- cation	1911		1912		1913	
				C.R.	%	C.R.	%	C.R.	%
NEGAUNEE:									
Tool and coal house, 1899—shingle roof, cost \$109.62—12'x24'x8'—288 sq. ft. @ 90c	Same	Same	F. & P.	259	76	259	75	259	75
Flag house—6'x6'x7'—1905—shingle roof	Same	Same—Pioneer Ave.	F. & P.	72	90	72	90	72	90
Flag house—7'x8'x8'	Same	Same—Gold St.	F. & P.	112	60	112	60	112	60
Flag house—8'x8'x7'—1881—iron roof	Same	Same—Silver St.—64 sq. ft. @ \$2.00	F. & P.	128	50	128	50	128	50
Omitted	Omitted	Section house— $\frac{1}{2}$ box car—8'x16'	F. & P.					125	75
NEGAUNEE JUNCTION:									
Signal house—8'x8'x8'—iron roof	Omitted	Same except at Negaunee	F. & P.	128	50	128	50	128	50
PALMER:									
Section house, 1872—14'x20'x6', 20'x26'x16'—general repairs, 1904—800 sq. ft. @ \$2.00	Same	Same	Ore	1,600	85	1,600	80	1,600	85
Well	Same	Same	Ore	50	90	50	90	50	90
Tool house—R. R. R., 1907—10'x12'x7', 10'x20'x7'—320 sq. ft. @ 90c	Same	Same	Ore	288	95	274	95	288	95
Toilet—6'x6'x7'—shingle roof, 1872	Same	Same	Ore	30	50	15	30	30	50
NORTH LAFAYETTE:									
Section house—14'x20'x8', 14'x22'x14'—588 sq. ft. @ \$2.00—general repairs, 1902	Same except 12'x20'x8' instead of 14'x20'x8'—548 sq. ft. @ \$2.00	Same as 1911	F. & P.	1,176	75	882	70	1,176	75
Freight train shed—11'x288'—3,108 sq. ft. @ \$1.00—\$3,108— $\frac{1}{2}$ interest	Same except \$2,500— $\frac{1}{2}$ interest	Transferred to Station Building Schedule		1,584	75	1,188	70	875	
Freight train check house, 1890—10'x11'x10'—110 sq. ft. @ \$1.25	Same	Transferred to Station Building Schedule		138	75	104	75	104	
Track scales—Fairbanks—7'x36'—pile foundation @ \$35.00	Same	Same	F.	1,260	70	882	70	1,260	70
Flag house, 1889—shingle roof—8'x8'x7'—64 sq. ft. @ \$2.00	Same	Same	F. & P.	128	50	64	50	128	50
Car smith house, 1889—B. & B. shingle—10'x18'x7', 7'x9'x6'—243 sq. ft. @ \$1.00	Same	Transferred to Shops Eng. House Sched.		243	60	243	60		

Barr, 1881—frame, shingle roof—14'x20'x12, 16'x24'x12'—664 sq. ft. @ 90c	Same	598	50	299	50	299	50	299	50
Toilet—4'x5'x0'	Same	30	50	15	30	50	15	30	50
Toilet—4'x5'x0'	Same	178	50	89	178	50	89	178	50
Tool house, 1881—12'x16½'x7½'—196 sq. ft. @ 90c	Same								
<b>SOUTH ISPEMING:</b>									
Section house, 1881—14'x13'x8', 16'x24'x16'—566 sq. ft. @ \$2.00	Sold	1,132	50	566	1,132	50	566		
Telegraph office, 1881—26'x13'x13'—338 sq. ft. @ \$1.25	Transferred to Station Building Schedule	422	50	211	422	50	211		
Toilet—4'x5'x7'—built 1881	Removed	30	50	15	30	50	15		
Tool house—10'x8'x7'—80 sq. ft. @ 90c	Same	72	50	36	72	50	36		
Roadmaster's dwelling—frame, shingle roof—13'x16'x9'	Same								
13'x24'x16'—520 sq. ft. @ \$2.00	Same except called yard-master's house	1,040	70	728	1,040	70	728		
Sand house, 1881—frame, shingle roof—16'x23'x14'—368 sq. ft. @ \$1.00	Same	368	50	184	368	50	184		
Toilet	Same	30	50	15	30	50	15		
Toilet	Same	30	50	15	30	50	15		
<b>WINTHROP:</b>									
Section house, 1887—20'x14'x9', 20'x21'x14', 20'x11'x7'—920 sq. ft. @ \$2.00	Sold	1,840	60	1,104	1,840	60	1,104		
Register house—frame, shingle—5'x10'x7'—50 sq. ft. with fixtures @ \$2	Same as 1911	100	70	70	100	70	70		
Tool house, 1887—10'x20'x8'—200 sq. ft. @ 90c	Razed	180	50	90	180	50	90		
Toilet, 1902—4'x5'x7'	Same	30	80	24	30	80	24		
<b>STONEVILLE:</b>									
Section house—frame, shingle roof, 1872—9'x11'x9', 13'x11'x8', 16½'x24½'x16'—646 sq. ft. @ \$2.00	Same	1,292	50	646	1,292	50	646		
Tool house, 1872—12'x14'x8'—168 sq. ft. @ 90c	Same	151	50	76	151	50	76		
Toilet—4'x0'x7'	Same	30	50	15	30	50	15		
Well	Same	75	90	68	75	90	68		
<b>GREENWOOD:</b>									
Section house, 1872—frame, shingle roof—11½'x22'x9', 22'x26'x7', 16'x21'x7'—1,205 sq. ft. @ \$2.00	Same	2,410	50	1,205	2,410	50	1,205		
Well—3'x3'x25' @ 25.2c per cu. ft.	Same	57	90	51	57	90	51		
Tool house, 1872—11'x18½'x8'—203 sq. ft. @ 90c	Same	183	50	92	183	50	92		
Toilet—4'x0'x7'	Same	30	50	15	30	50	15		

## COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

## MISCELLANEOUS STRUCTURES—Continued

Riggs—1911—Exhibit 1	Hansel—1912—Exhibit 15	Riggs—1913—Exhibit 1-A	Allo- cation	1911		1912		1913	
				C.R.	%	P.V.	C.R.	%	P.V.
				\$		\$	\$		\$
<b>REPUBLIC:</b>									
Coal house—5½'x12½'—old timber	Same	Same	F & P.	30	50	15	30	50	15
Tool house—12'x14'x8'—108 sq. ft. @ 90c	Same	Same	F & P.	151	50	76	151	50	76
Standard stock chute—4'x16'	Same	Same	F.	25	80	20	25	80	20
Stock yard	Same	Same	F.	25	80	20	25	80	20
Section car house, 1900—8'x8'x7'—64 sq. ft. @ 90c	Same	Same	F & P.	58	85	49	58	85	49
Section house—18'x23'—1½ story—addition 13'x24'—1 story, 1900—834 sq. ft. @ \$2.00	Same	Same	F & P.	1,668	85	1,418	1,668	85	1,418
<b>HUMBOLDT:</b>									
Section house, 1908—shingle roof—18½'x24'x17'—444 sq. ft. @ \$2.00	Same	Same	F & P.	888	90	799	888	90	799
Well	Same	Same	F & P.	50	100	50	50	100	50
Sand house, 1885—shingle roof—16'x20'x11'—320 sq. ft.	Same	Transferred to Shop & Eng. House Sched.		320	55	176	320	55	176
Tool house, 1885—new roof, 1906—12'x14'x7'—108 sq. ft. @ 90c	Same	Same	F & P.	151	80	121	151	80	121
Cinder pit, brick, 1872—4'x18'x3½' @ \$5.00 per lin. ft.	Same	Abandoned		90	50	45	90	50	45
Coal house—frame, shingle roof, 1887—8'x15'x7½'—120 sq. ft. @ 50c	Same	Same	F & P.	60	50	30	60	50	30
Toilet, 1887—8½'x9'x7½'	Same	Same	F & P.	50	50	25	50	50	25
Section tool house, 1880—frame, shingle roof—10'x18'7"—180 sq. ft. @ 90c	Same	Same	F & P.	162	50	81	162	50	81
<b>CHAMPTON:</b>									
Tool house, 1863—B. & B. roof—10'x18'x7'—180 sq. ft. @ 90c	Same	Same	F & P.	162	50	81	162	50	81
Toilet—9'x9'x8'—1887—painted 1906	Same	Same	F & P.	50	50	25	50	50	25
Coal bin, 1887—8'x28'x8'—224 sq. ft. @ 50c	Same	Same	F & P.	112	50	56	112	50	56
Express office, 1887—frame, shingle roof—14'x20'x11'—360 sq. ft. @ \$2.00	Same	Transferred to Station Building Schedule.		560	50	280	560	50	280



# MICHIGAN:

Tool house, shingle, 1872-10'x18'x8'-180 sq. ft. @ 90c  
 Car smith house-frame, B. & B. roof-8'x8'x8' (1902)  
 64 sq. ft. @ \$1.00  
 Toilet, 1872-4'x6½'x7'  
 Agent's dwelling, 1872-new sills and roof 1901-8'x12'x8', 30'x24'x11', 16'x26'x16'-992 sq. ft. @ \$2.00  
 Toilet-shingle roof-4'x4½'x6½'  
 Toilet-shingle roof-4'x5'x7'  
 Coal shed-12'x14'x7'-B. & B.  
 Stock chute

# SPUR:

Tool house, 1872-14'x14'x6'-196 sq. ft. @ 90c  
 Well  
 Root cellar-8'x11½'x6'

# THREE LAKES:

Section house, 1880-shingle roof-general repairs 1905  
 12'x12'x7', 30'x26'x16'-664 sq. ft. @ \$2.00  
 Well with pump-3'x3½'x10'  
 Tool house-11'x14'x4' B. & B.-11'x14'x7' shingle-308 sq. ft. @ 90c  
 Toilet-4'x5'x7'-frame, shingle, 1880  
 Lamp house, 1880-6½'x8½'x6'-55 sq. ft. @ \$1.50

# NESTORA:

Section house, 1872-frame, shingle roof-general repairs 1904-14'x20'x9', 30'x26'x16'-800 sq. ft. @ \$2  
 Well-spring-curb  
 Lunch room-frame, comp. roof, open glass sides-built 1900-12'x24'x9'-288 sq. ft. @ \$2.00  
 Tool house, 1872-12'x14'x8'-168 sq. ft. @ 90c  
 Coal house for depot-8½'x12½'x7½'  
 Toilet, 1872-5'x6'x7'  
 Toilet, 1872-5'x6'x8'  
 Barn-12'x21'x19'-252 sq. ft. @ 90c

Same	Transferred to Shops, Engine Houses, etc.	F. & P.	162	50	81	162	50	81	162	50	81
Same	Same	F. & P.	64	85	54	64	85	54	64	85	54
Same	Same	F. & P.	30	90	27	30	90	27	30	90	27
Same	Same	F. & P.	1,984	80	1,587	1,984	80	1,587	1,984	80	1,587
Same	Same	F. & P.	30	50	15	30	50	15	30	50	15
Same	Same	F. & P.	30	50	15	30	50	15	30	50	15
Same	Same	F. & P.	84	50	42	84	50	42	84	50	42
Same	Same	F.	25	50	12	25	50	12	25	50	12
Same as 1911	Same	F. & P.	176	50	88	126	50	63	176	50	88
Same	Same	F. & P.	50	90	45	50	90	45	50	90	45
Abandoned	Abandoned		25	50	12						
Same	Same	F. & P.	1,328	75	996	1,328	75	996	1,328	75	996
Same	Same	F. & P.	25	90	22	25	90	22	25	90	22
Same	Same	F. & P.	277	50	139	277	50	139	277	50	139
Same	Same	F. & P.	30	50	15	30	50	15	30	50	15
Same	Same	F. & P.	82	50	41	82	50	41	82	50	41
Same	Same	F. & P.	1,000	85	1,360	1,000	75	1,360	1,000	85	1,360
Same	Same	F. & P.	15	75	11	15	75	11	15	75	11
Moved to Herman-Station Building Schedule	Moved to Herman-Station Building Schedule		576	70	403						
3 tool houses-1872-12'x14'x8'-168 sq. ft. @ 90c-\$151-3x\$151	3 tool houses-1872-12'x14'x8'-168 sq. ft. @ 90c-\$151-3x\$151										
Burned	Burned	F. & P.	151	50	76	151	50	76	453	50	227
Same	Same	F. & P.	53	50	26	53	50	26	53	50	26
Same	Same	F. & P.	30	50	15	30	50	15	30	50	15
Same	Same	F. & P.	50	50	25	50	50	25	50	50	25
Same	Same	F. & P.	227	80	182	227	80	182	227	80	182





## TAYLOR:

Section house, 1872—frame, shingle roof—general repairs 1904—8'x10'x7' and 20'x26'x16'—600 sq. ft. @ \$2.00  
 Well  
 Tool house, 1872—frame, shingle—10'x16'x7'—160 sq. ft. @ 90c  
 Toilet—3'x4'x7'—shingle roof

## L'ANER

Section house, 1876—2 story—rebuilt 1904—20'x26' and 12'x26'—712 sq. ft. @ \$2.00  
 Standard stock chute  
 Stock yards  
 Tool house, 1906—10'x14'x8'—140 sq. ft. @ 90c  
 Old hotel—roof and paint, 1902—36'x50'—1,800 sq. ft.  
 Dwelling—1½ story—24'x24'—576 sq. ft. @ \$2.00  
 Omitted

## BARAGA:

Section house—shingle roof—general repairs 1904—12'x14'x8' and 16'x26'x16'—584 sq. ft. @ \$2.00  
 Well  
 Tool house, 1883—10'x20'x8'—200 sq. ft. @ 90c  
 Toilet—4'x5'x7'

## IRON BRIDGE:

Section house—frame, shingle roof—general repairs 1904—12'x14'x10' and 16'x26'x16'—584 sq. ft. @ \$2  
 Well  
 Tool house—shingle roof—10'x20'x8'—200 sq. ft. @ 90c  
 Toilet—4'x4½'x8'  
 Ice house, 1900—12'x14'x10—168 sq. ft. @ \$1.00  
 Omitted

## NEWENAW BAY:

Toilet—shingle roof—3½'x7'x7'—\$30—½ interest  
 Car smith house—iron roof, 1901—8'x8'x8'—64 sq. ft. @ \$1.00  
 Car smith shop, 1901  
 Tool house, 1906—shingle roof—10'x12'x8'—120 sq. ft. @ 90c

Same	Same	1,200	80	960	1,200	75	900	1,200	80	960
Same	Same	50	90	45	50	90	45	50	90	45
Same	Same	144	50	72	144	50	72	144	50	72
Same	Same	30	50	15	30	50	15	30	50	15
Same as 1911	Same, except built 1872—12'x12' instead of 12'x26'	1,424	90	1,292	1,424	75	990	1,424	90	1,292
Same	—664 sq. ft. @ \$2.00	25	50	12	25	50	12	25	50	12
Same	Same	25	50	12	25	50	12	25	50	12
Same	Same	126	90	113	126	90	113	126	90	113
Same	Same	5,000	50	2,500	5,000	50	2,500	5,000	50	2,500
Same	Omitted	1,152	50	576	1,152	50	576	1,152	50	576
Same	Same	1,168	85	993	1,168	80	934	1,168	85	993
Same	Same	50	90	45	50	90	45	50	90	45
Same	Same	180	50	90	180	50	90	180	50	90
Same	Same	30	50	15	30	50	15	30	50	15
Same	Same	1,168	80	934	1,168	80	934	1,168	80	934
Same	Same	50	90	45	50	90	45	50	90	45
Same	Same	180	50	90	180	50	90	180	50	90
Same	Same	30	70	21	30	70	21	30	70	21
Same	Same	168	85	143	168	85	143	168	85	143
Same	Same	15	50	6	15	50	6	15	50	6
Transferred to Shops Engine Houses, etc.	Transferred to Shops Engine Houses, etc.	64	85	54	64	85	54	64	85	54
Transferred to Shops, Eng. Houses, etc.	Transferred to Shops, Eng. Houses, etc.	64	85	54	64	85	54	64	85	54
Same	Same—old car body	106	95	103	106	90	97	106	95	103

# MISCELLANEOUS STRUCTURES—Continued

## COMPARISON OF THE 1911, 1912 AND 913 APPRAISALS

Riggs—1911—Exhibit 1	Hansel—1912—Exhibit 15	Riggs—1913—Exhibit 1-A	Allo- cation	1911		1912		1913	
				C.R.	%	C.R.	%	C.R.	%
<b>NEWTON:</b>									
Section house, 1883—new roof 1900—general repairs	Same	Same	F & P.	1,384	85	1,384	80	1,384	85
1904—9'x12'x8', 12'x14'x12', 16'x26'x16'—692 sq. ft.	Same	Same	F & P.	75	90	68	75	90	68
Well	Same	Same	F & P.	198	59	99	198	59	99
Toil house—11'x20'x8'—220 sq. ft. @ 90c	Same	Same	F & P.	30	50	15	30	50	15
Toilet—4'x4'x8'	Same	Same							
<b>STURGEON:</b>									
Called Sturgeon River									
Section house, 1883—gen- eral repairs 1904—16'x 26'x12', 12'x14'x8', 8'x14' x6½'—960 sq. ft. @ \$2.		Same as 1912	F & P.			1,302	80	1,114	80
Toil house, 1883—10'x20'x 8'		Same as 1912	F & P.			180	60	106	60
Toilet, 1883—3'x4'x8'		Same as 1912	F & P.			30	50	15	50
Omitted		Well	F & P.					75	90
Omitted									
Omitted									
Omitted									
<b>CHASSELL:</b>									
Toilet, 1883—shingle roof—4'x8'x7'	Same	Same	F & P.	30	60	18	30	60	18
Toil house, 1883—new roof 1907—10'x20'x8'—200 sq. ft.—@ 90c	Same	Same	F & P.	180	75	135	180	75	135
<b>HOUGHTON:</b>									
Sand house, 1883—shingle roof—16'x20'x10'—320 sq. ft. @ \$1.00	Same	Transferred to Shops, Eng. House Sched.	F & P.	320	50	160	320	50	160
Toil house, 1906—12'x17'x8'—294 sq. ft. @ 90c	Same	Same	F & P.	184	90	166	184	90	166
Car smith house, 1890	Same	Transferred to Shops Eng. House Sched.		64	60	38	64	60	38
Ice house, 1883—shingle roof—15'x65'x12'—975 sq. ft. @ \$1.00	Same	Same	F & P.	975	50	488	975	50	488
Car smith shops	Omitted	Transferred to Shops Eng. House Sched.		64	60	38	64	60	38
Scales—standard, 1900, stone foundation, 36 ft. @ \$35	Same	Same	F.	1,260	80	1,008	1,260	80	1,008
Scale house, 1900—4'x6½'x6½'—34 sq. ft. @ \$1.50	Same	Same	F.	51	80	41	51	80	41

Property	Transferred to Shops Eng. Houses, etc., Schedule	204	80	163	204	80	163
Oil house, 1900—shingle—8'x5'x7' and 8'x5'x3'—136 sq. ft. @ \$1.50	Same						
Coal house, 1900—B. & B.—7'x18½'x6'—129 sq. ft. @ 50c	Same	65	50	32	65	50	32
Toilet, 1883—shingle roof—4'x7'x6'	Same	50	50	25	50	50	25
Boarding house, 1863—general repairs 1904—20'x28'x16', 25'x33'x21'—1,345 sq. ft. @ \$2.00	Same	2,690	80	2,152	2,690	80	2,152
Toilet, 1900—4'x6'x6'	Omitted						
Toilet, 1900—4'x6'x6'	3 toilets, 1900—4'x6'x6' @ \$30	30	75	22	30	75	22
Toilet, 1900—4'x6'x6'	Included above	30	75	22	30	75	22
Stocks yards, 1883—18'x80'	Same as 1911	43	50	22	43	50	22
Stock chute	Same as 1911	25	50	12	25	50	12
Coal house, 1883—8'x8'x4' and 12'x16'x6'—256 sq. ft. @ 50c	Same	128	50	64	128	50	64
Well house—4'x4'x5'	Same	16	50	8	16	50	8
Toilet, 1900	Same	30	75	22	30	75	22
Two wells	Included above	100	90	90	100	90	90
Barn	Same	100	50	50	100	50	50
	Total	25,399			25,399		
	Allocated 1913 Freight and Passenger Freight	23,970			23,970		
		1,429			1,429		
Total Nestoria to Houghton		15,278	14,959		10,556	25,399	17,976
Total Marquette to Nestoria		74,345	49,171	59,545	37,812	61,566	42,277
		96,947	64,449	74,504	48,368	86,965	60,253
NESTORIA TO STATE LINE							
FRUITAC:							
Section house—frame, shingle roof, 1887—11'x24'x6' and 18'x24'x16'—696 sq. ft. @ \$2.00	Same	1,392	60	835	1,392	60	835
Toilet house, 1887—12'x20'x7'—240 sq. ft. @ 90c	Same	216	50	108	216	50	108
Toilet—4'x4'x7'—B. & B., 1887	Same	30	50	15	30	50	15
JOVINGTON:							
Section house, 1885—frame, shingle roof—12'x12'x6', 12'x25'x5'—444 sq. ft. @ \$2.00	Same	888	75	666	888	75	666
Well	Abandoned	50	100	50	50	100	50
Toilet house, 1906—10'x12'x5'—120 sq. ft. @ 90c	Same	108	90	97	108	90	97
Office building	Same	80	75	60	80	75	60

MISCELLANEOUS STRUCTURES—Continued

COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

Riggs—1911—Exhibit 1	Hassel—1912—Exhibit 1-A	Riggs—1913—Exhibit 1-A	Allo- cation	1911		1912		1913	
				C.R.	%	P.V.	C.R.	%	P.V.
				\$	\$	\$	\$	\$	\$
<b>PEACE:</b>									
Section house—frame, shingle roof, 1887—11'x24'x9' and 18'x24'x16'—696 sq. ft. @ \$2.00	Same—general repairs 1902	Same as 1911	F & P.	1,392	50	696	1,392	75	1,044
Tool house, 1895—10'x11'x6'—110 sq. ft. @ 90c	Same	Same	F & P.	90	75	74	99	75	74
Toilet—4'x4'x6'	Same	Same	F & P.	30	50	15	30	50	15
Ice house, 1901—logs, B. & B. roof—10'x12'x8'—120 sq. ft. @ \$1.00	Omitted	Same as 1911	F & P.	120	90	108		120	90
<b>SIDNAW:</b>									
Coal house—shingle roof—10'x12'x10'—120 sq. ft. @ 50c	Same—built 1897	Same	F & P.	60	60	36	60	70	42
Tool house, 1897—B. & B.—11½'x11'x6'—126 sq. ft. @ 90c	Same	Same	F & P.	113	75	85	113	75	85
Repair house (old cars)—8'x20'x7' and 8'x30'x7'	Same	Transferred to Shops Eng. Houses Sched.	F & P.	206	50	133	200	50	100
Tool house, 1902—shingle roof—12½'x15'x9'½'—188 sq. ft. @ 90c	Same	Same	F & P.	169	85	144	169	85	144
Stock chute—portable	Same	Car bodies—2 @ \$50	F.	25	75	19	25	75	19
<b>KITCH:</b>									
Section house, 1887—shingle roof—general repairs 1902	Same	Same	F & P.	1,392	75	1,044	1,392	75	1,044
—11'x24'x9' and 18'x24'x16'—696 sq. ft. @ \$2.00	Same	Same	F & P.	162	70	113	162	70	113
Water from trains	Same	Same	F & P.	30	50	15	30	50	15
Tool house, 1895—logs, B. & B.—12'x15'x6'—180 sq. ft. @ 90c	Same	Same	F & P.	180	90	162	180	90	162
Toilet	Same	Same	F.	25	75	19	25	75	19
<b>KENTON:</b>									
Coal house, 1898—shingle roof—8'x10'x7'—80 sq. ft. @ 50c	Same	Same	F & P.	40	80	32	40	80	32
Tool house, 1892—10'x16'x7'—160 sq. ft. @ 90c	Same	Same	F & P.	144	65	94	144	65	94
Purchased since 1912	Purchased since 1912	Section house	F & P.	300	100	300	300	100	300
Omitted	Omitted	Stock chute, portable	F.	25	75	19	25	75	19
<b>TROUT CREEK:</b>									
Section house—shingle roof—rebuilt 1911—11'x24'x9' and 18'x24'x16'—696 sq. ft. @ \$2.00	Same	Same	F & P.	1,392	100	1,392	1,392	90	1,253

Tool house, 1902—10'x14'x6'—140 sq. ft. @ 90c  
 Toilet, 1887—4'x6'x6'  
 Stock chute—portable

#### BRUCE'S CROSSING:

Tool house, 1901—10'x16'x6'—160 sq. ft. @ 90c

#### ST. COLLINS:

Tool house, 1901

#### EWEN:

Tool house, 1891—shingle roof—8'x8'x6', 10'x12'x7'<sup>1</sup>/<sub>2</sub>'—  
 —184 sq. ft. @ 90c  
 New stock yard and chute, 1905  
 Stock yard  
 Well dug 1909—actual cost

#### MATCHWOOD:

Section house—built 1911—concrete block, Carey roof  
 20'x24'x16' and 16'x16'x18'—736 sq. ft. @ \$3.00  
 Wood house, 1911  
 Stock chute and stock yard, 1906  
 Tool house, 1910—7'x8'x6' and 10'x12'x6'—176 sq. ft.  
 @ 90c

#### GROESBECK:

Section house—built 1887—general repair 1905—11'x  
 24'x8' and 18'x24'x16'—696 sq. ft. @ \$2.00  
 Water supply from trains  
 Tool house—built 1887—10'x12'x7'—120 sq. ft. @ 90c  
 Toilet, 1887—4'x4'x6'

#### TOPAE:

Stock yard—20'x80'  
 Stock chute

#### BEGLAND:

Toilet—shingle roof—4'x5'x7'  
 Tool house—120 sq. ft. @ 90c

F. & P. F. & P. F.	126 30 25	85 50 75	107 15 19	126 30 25	85 50 75	107 15 19	126 30 25	85 50 75	107 15 19
F. & P. F. & P.	144 144	85 85	122 122	144 144	85 85	122 122	144 144	85 85	122 122
F. & P. F. F. F. & P.	166 25 100 250	60 90 90 100	100 22 90 250	166 25 100 250	60 90 90 100	100 22 90 250	166 25 100 250	60 90 90 100	100 22 90 250
F. & P. F. & P. F.	2,208 50 150	100 100 90	2,208 50 135	2,000 50 150	100 100 90	2,000 50 135	2,208 50 150	95 95 90	1,068 48 135
F. & P.	158	100	158	158	100	158	158	95	150
F. & P. F. & P. F. & P.	1,392 108 30	80 50 50	1,114 54 15	1,392 108 30	80 50 50	1,114 54 15	1,392 108 30	80 50 50	1,114 54 15
F. F.	48 25	80 80	38 20	48 25	80 80	38 20	48 25	80 80	38 20
F. & P. F. & P.	30 108	50 50	15 54	30 108	50 50	15 54	30 108	50 50	15 54



## COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

## MISCELLANEOUS STRUCTURES—Continued

Riggs—1911—Exhibit 1	Hassel—1912—Exhibit 15	Riggs—1913—Exhibit 1-A	Allo- cation	1911		1912		1913	
				C.R.	%	C.R.	%	C.R.	%
JAMES GOGGINS: Section house—shingle roof—repairs 1901—11'x24'x7' and 18'x24'x16'—600 sq. ft. @ \$2.00 Tool house—B. & B. (1/2 old car)—5'x16'x7' Toilet, 1898—4'x4'x6'	Same	Same	F & P.	1,392	80	1,392	75	1,392	80
	Same	Same	F & P.	67	50	34	50	34	50
	Same	Same	F & P.	30	70	21	70	30	70
TULL: Section house—built 1911—concrete block—24'x32'x 17'—768 sq. ft. @ \$3.00 Well—3'x3'x14' @ 25.2c per cu. ft. Tool house, 1887—10'x12'x6'—120 sq. ft. @ 90c Toilet—3'x4'x6' Ice house—logs—13'x13'x5'—169 sq. ft. @ \$1.00	Same	Same	F & P.	2,304	100	2,000	100	2,304	95
	Same	Same	F & P.	32	100	32	100	32	100
	Same	Same	F & P.	108	50	54	50	108	50
	Same	Same	F & P.	30	50	15	50	30	50
	Omitted		F & P.	169	50	84		169	50
THOMASTON: 4 double cottages @ \$2.500 Addition to No. 1—1910 Addition to No. 2—1910 Sand house—built 1906—12'x40'—8 ft. high—480 ft. @ \$1.00 Oil house—8'x8'x7'—64 sq. ft. @ \$2.00 Warehouse—20'x70'—1,400 sq. ft. @ \$1.00 Store house—18'x30'—540 sq. ft. @ \$1.00 Freight house—25'x85'—2,125 sq. ft. @ \$1.00 Toilet—4'x6' 4 toilets—6'x12' @ \$50.00	Same—built 1887	Same	F & P.	10,000	85	10,000	80	10,000	85
	Same	Same	F & P.	1,200	100	1,200	100	1,200	95
	Same	Same	F & P.	1,100	100	1,100	100	1,100	95
	Same	Transferred to Shops Eng. House Sched.		480	90	432	90	432	
	Same	Transferred to Shops Eng. House Sched.		128	80	128	80	102	
None there Burned, for new freight house see Station Building Schedule Same Same Same—built 1888 7 small buildings—oil, lamp, bicycle houses, etc. — 700 sq. ft. @ \$1.00 Omitted	Same	None there		1,400	75	1,050	75	1,050	
	Same	None there		540	75	405	75	405	
	Same	Burned, for new freight house see Station Building Schedule		2,125	70	1,488	70	1,488	
	Same	Same	F & P.	30	50	15	50	30	50
	Same	Same	F & P.	200	50	100	50	200	50
Omitted Annoyance: Section house—concrete block—24'x32'x17'—768 sq. ft. @ \$3.00 Tool house, 1887—logs and shake roof—10'x13'x5'x 137 sq. ft. @ 50c Toilet—3'x3'x6'	Same	Same	F & P.	2,304	100	2,304	100	2,304	95
	Same	Same	F & P.	68	50	34	50	68	50
	Same	Same	F & P.	30	50	15	50	30	50



# BESEMER:

Toilet—4'x4'x7'—1800—B. & B.

## MONTREAL:

Section house—built 1887—general repairs 1905—

11'x24'x9' and 18'x24'x16'—606 sq. ft. @ \$2.00

Tool house—built 1887—B. & B.—11'x20'x7'—220 sq.

ft. @ 90c

Tool house—logs, B. & B.—12'x13'x6½'—156 sq. ft.

@ 50c

Toilet

Ice house—built 1902—logs, B. & B. roof—9'x11'x8'—

99 sq. ft. @ \$1.00

Same

Same

Same

Same

Same

Same

Same

Same

Same

Same

Same

Same

Same

Same

Same

Same

Same

Same

Same

Same

Same

Same

Same

Same

Same

Same

Same

Same

Same

Same

Same

Same

Same

Total

Allocated 1913

Freight and Passenger

Freight

Total Nestoria to State Line

## RECAPITULATION

## MISCELLANEOUS STRUCTURES

DIVISION	1911		1912		1913	
	C. R.	P. V.	C. R.	P. V.	C. R.	P. V.
Saulte Ste. Marie to Marquette.....	\$ 39,140-	\$ 28,977	\$ 38,925	\$ 28,362	\$ 37,406	\$ 28,950
St. Ignace to Soo Junction.....	10,917	8,090	10,858	7,551	11,490	8,443
Marquette to Nestoria.....	74,345	49,171	59,545	37,812	61,566	42,277
Nestoria to Houghton.....	22,602	15,278	14,959	10,566	25,399	17,976
Nestoria to State Line.....	39,079	32,316	38,528	31,489	34,515	27,490
Miscellaneous items at various points.....			15,000	10,500		
Total in Michigan.....	186,083	133,832	177,815	126,270	170,376	123,136

## COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

Number	Description Year Built	Weight Tons	Riggs—1911—Exhibit 1			Hansel—1912—Exhibit 15			Riggs—1913—Exhibit 1-A		
			C. R.	%	P. V.	C. R.	%	P. V.	C. R.	%	P. V.
			\$		\$	\$		\$	\$		\$
12	1883	30	5,520	50	3,000	5,450	50	2,725	5,520	50	3,060
13	1882	25	4,650	50	2,575	4,730	50	2,365	Sold		
14	1883	27	4,908	50	2,754	5,050	50	2,525	4,908	50	2,759
37	1881	33	6,072	50	3,366				Scrapped		
38	1881	33	6,072	50	3,366				Scrapped		
39	1881	33	6,072	50	3,366				Scrapped		
40	1882	38	6,916	55	3,838	6,780	55	3,729	6,916	50	3,835
41	1882	38	6,916	50	3,838	6,780	55	3,729	6,916	50	3,835
42	1882	38	6,916	50	3,838	6,780	55	3,729	6,916	50	3,835
43	1882	38	6,916	50	3,838	6,820	55	3,751	6,916	50	3,835
44	1882	38	6,916	50	3,838				Sold		
45	1882	38	6,916	50	3,838	6,820	55	3,751	6,916	50	3,835
46	1882	35	6,370	50	3,535	6,180	55	3,399	6,370	50	3,535
51	1872	35	6,370	50	3,635	6,180	55	3,399	Scrapped		
60	1883	37	6,734	50	3,737	6,700	60	4,020	6,734	50	3,737
61	1883	37	6,734	50	3,737	6,700	60	4,020	6,734	50	3,737
70	1884	34	6,188	50	3,434	6,250	50	3,125	6,188	50	3,439
72	1884	34	6,188	50	3,434	6,250	50	3,125	6,188	50	3,429
73	1882	39	7,020	50	3,900	6,990	50	3,495	7,020	50	3,900
74	1882	39	7,020	50	3,900	6,990	50	3,495	7,020	50	3,900
80	1872	37	6,734	50	3,737	6,830	50	3,415	6,734	50	3,741
81	1870	35	6,370	50	3,535	6,490	50	3,245	Scrapped		
82	1873	39	7,020	50	3,900	7,150	50	3,575	7,020	50	3,901
100	1888	47	8,366	50	4,653	8,300	45	3,735	8,366	50	4,658
101	1888	47	8,366	50	4,653	8,300	55	4,565	8,366	50	4,658
102	1888	47	8,366	70	6,138	8,520	55	4,686	8,366	55	5,029
103	1888	47	8,366	50	4,653	8,520	65	5,538	8,366	50	4,658
104	1888	47	8,366	50	4,653	8,520	70	5,964	8,366	50	4,658
105	1888	47	8,366	50	4,653	8,520	60	5,112	8,366	50	4,658

106	1888	47	8,366	50	4,633	8,520	70	50.64	8,366	50	4,638
107	1888	47	8,366	50	4,633	8,520	70	5,964	8,366	50	4,638
108	1888	47	8,366	50	4,633	8,450	55	4,647	8,366	50	4,638
109	1888	47	8,366	60	5,396	8,520	60	5,112	8,366	58	5,251
110	1888	47	8,366	60	5,396	8,840	60	5,304	8,366	58	5,251
111	1888	47	8,366	60	5,396	8,840	55	4,802	8,366	58	5,251
112	1888	47	8,366	60	4,633	8,840	65	5,746	8,366	60	5,400
113	1888	47	8,366	50	4,633	8,520	70	5,964	8,366	60	5,400
114	1888	47	8,366	70	6,138	8,520	70	5,964	8,366	66	5,844
203	1884	44	7,920	50	4,400	7,880	50	3,940	7,920	50	4,395
204	1884	44	7,920	50	4,400	7,880	55	4,334	7,920	50	4,395
205	1884	44	7,920	50	4,400	7,880	55	4,334	7,920	50	4,395
206	1884	44	7,920	50	4,400	7,880	55	4,334	7,920	50	4,395
208	1883	42	7,560	50	4,200	7,640	60	4,584	7,560	50	4,200
209	1883	42	7,560	50	4,200	7,640	60	4,584	7,560	50	4,200
211	1882	41	7,380	50	4,100	7,475	55	4,111	7,380	50	4,100
300	1887	50	8,900	70	6,530	9,040	60	5,424	8,900	60	5,740
301	1887	50	8,900	70	6,530	9,040	75	6,780	8,900	70	6,530
302	1887	50	8,900	70	6,530	9,040	65	5,876	8,900	70	6,530
303	1887	50	8,900	50	4,950	9,040	60	5,424	8,900	50	4,950
304	1887	50	8,900	50	4,950	9,040	60	5,424	8,900	50	4,950
305	1887	50	8,900	50	4,950	9,040	75	6,780	8,900	65	6,135
306	1887	50	8,900	60	5,740	9,040	65	5,876	8,900	60	5,740
307	1887	50	8,900	60	5,740	9,040	60	5,424	8,900	60	5,740
308	1887	50	8,900	60	5,740	9,040	60	5,424	8,900	60	5,740
309	1887	50	8,900	50	4,950	8,975	65	5,834	8,900	50	4,950
310	1887	50	8,900	50	4,950	8,975	60	5,385	8,900	50	4,950
311	1887	50	8,900	50	4,950	8,975	70	6,055	8,900	50	4,950
400	1888	48	8,544	50	4,752	8,650	75	6,487	8,544	70	6,271
401	1888	48	8,544	50	4,752	8,650	70	6,055	8,544	65	5,892
403	1888	48	8,544	50	4,752	8,650	75	6,487	8,544	65	5,892
404	1888	48	8,544	50	4,752	8,650	65	5,622	8,544	50	4,755
405	1888	48	8,544	50	4,752	8,650	65	5,622	8,544	50	4,755
406	1888	48	8,544	60	5,510	8,650	75	6,487	8,544	55	5,134
407	1888	48	8,544	60	5,510	8,650	65	5,622	8,544	50	4,755
408	1888	48	8,544	50	4,752	8,650	70	6,055	8,544	55	5,134
410	1888	48	8,544	60	5,510	8,650	80	6,920	8,544	55	5,134
411	1888	48	8,544	60	5,510	8,650	65	5,622	8,544	55	5,134
412	1888	48	8,544	60	5,510	8,650	70	6,055	8,544	50	4,755
413	1888	48	8,544	50	4,752	8,650	70	6,055	8,544	65	5,892
414	1888	48	8,544	70	6,269	8,650	70	6,055	8,544	65	5,892
415	1894	54	9,504	70	6,977	8,650	75	6,487	9,504	65	6,554

COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS LOCOMOTIVES—Continued

Number	Description Year Built	Weight Tons	Riggs—1911—Exhibit 1		Hansel—1912—Exhibit 15		Riggs—1913—Exhibit 1-A	
			C. R.	%	P. V.	C. R.	%	P. V.
90	1907	85	\$ 14,110	84	\$ 12,124	\$ 14,980	80	\$ 11,984
600	1907	86	14,276	84	12,267	15,830	85	13,455
601	1907	86	14,276	84	12,267	15,830	85	13,455
602	1907	86	14,276	84	12,267	15,830	80	12,664
603	1907	86	14,276	84	12,267	15,830	80	12,664
604	1907	86	14,276	84	12,267	15,830	80	12,664
605	1907	86	14,276	84	12,267	15,830	78	11,514
606	1907	86	14,276	96	13,774	16,150	80	12,920
607	1907	86	14,276	96	13,774	16,150	75	12,112
500	1907	74	12,580	84	10,804	13,850	80	11,080
501	1907	74	12,580	84	10,804	13,850	80	11,080
502	1907	74	12,580	84	10,804	13,850	85	11,772
503	1909	74	12,580	92	11,692	13,850	85	11,772
550	1912	94				16,750	100	16,750
551	1912	94				16,750	100	16,750
552	1913	96						19,225
553	1913	96						19,225
554	1913	96						19,225
700	1913	93						18,264
701	1913	93						18,264
702	1913	93						18,264
703	1913	93						18,264
704	1913	93						18,264
705	1913	93						18,264
706	1913	93						18,264
707	1913	93						18,264
708	1913	93						18,264
709	1913	93						18,264
710	1913	93						18,264
711	1913	93						18,264
Total (Michigan and Wisconsin)			740,198		493,456	771,835		526,391
								1,008,825
								767,396

	Number of Locomotives used in Interstate Service			Value of Locomotives used in Interstate Service						Percentage of Value Apportioned to Wisconsin			Value Apportioned to Wisconsin		
	1911	1912	1913	1911		1912		1913		1911	1912	1913	1911	1912	1913
				C.R.	P.V.	C.R.	P.V.	C.R.	P.V.						
Freight Locomotives used jointly in Michigan and Wisconsin.....				\$	\$	\$	\$	\$	\$				\$	\$	\$
Passenger Locomotives used jointly in Michigan and Wisconsin.....			9					77,964	48,782			88.0			68,608
			4					37,678	25,520			86.7			32,667
Total Locomotives used jointly in Michigan and Wisconsin.....	10	12	13	87,082	58,053	107,150	73,383	115,642	74,302	86.39*	81.2*	87.35	75,230	50,152*	87,013*
														59,539	65,054

	1911			1912			1913		
	C. R.	P. V.		C. R.	P. V.		C. R.	P. V.	
Total value of all locomotives owned by D., S. & A. Ry.....	\$ 740,198	\$ 493,456		\$ 771,835	\$ 526,391		\$ 1,008,825	\$ 767,396	
Deduct value apportioned to Wisconsin.....	75,230	50,152		87,013	59,539		101,275	65,054	
Total Value of Locomotives Apportioned to Michigan.....	664,968	443,304		684,822	466,852		907,550	702,342	

\* Computed from original appraisals.

## COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

## PASSENGER TRAIN CARS

Name or No.	Class	Lgth. Feet	Wheels		Weight	Lights	Seats		Heating	Vent'd	Built	Riggs—1911 Exhibit 1			Hanes—1912 Exhibit 15			Riggs—1913 Exhibit 1-A		
			No.	Diam. Inches			No.	Kind				C.R.	%	P.V.	C.R.	%	P.V.	C.R.	%	P.V.
1 B. M. & E.		44	4	33	45,000 Oil				Steam	No	1888	\$ 2,700	100	\$ 2,700	\$ 3,500	45	\$ 1,575	\$ 3,600	50	\$ 1,800
2 B. M. & E.		44	4	33	45,000 Oil				Steam	No	1888	2,700	91	2,457	3,500	55	1,925	3,600	50	1,800
3 B. M. & E.		44	4	33	45,000 Oil				Steam	No	1888	2,700	50	1,350	3,500	65	2,275	3,500	50	1,750
10 Bag. & Ex.		50	4	33	54,000 Oil				Steam	No	1888	3,240	50	1,620	3,700	60	2,220	3,500	50	1,750
11 Bag. & Ex.		50	4	33	54,000 Oil				Steam	No	1888	3,240	50	1,620	3,700	60	2,220	3,500	50	1,750
12 Bag. & Ex.		50	4	33	54,000 Pintach				Steam	No	1888	3,240	50	1,620	3,700	60	2,220	3,500	50	1,750
13 Bag. & Ex.		50	4	33	54,000 Oil				Steam	No	1888	3,240	50	1,620	3,700	60	2,220	3,500	50	1,750
14 Bag. & Ex.		50	4	33	54,000 Oil				Steam	No	1888	3,240	50	1,620	3,700	60	2,220	3,500	50	1,750
15 Bag. & Ex.		50	4	33	54,000 Oil				Steam	No	1888	3,240	50	1,620	3,700	60	2,220	3,500	50	1,750
40 B. M. & E.		39	4	33	41,000 Oil				Steam	No	1888	2,500	94	2,350	3,100	45	1,395	3,200	50	1,600
42 B. M. & E.		39	4	33	41,000 Oil				Steam	No	1888	2,500	97	2,425	3,100	55	1,705	3,200	50	1,600
43 B. M. & E.		39	4	33	41,000 Oil				Steam	No	1888	2,500	50	1,250	2,800	50	1,400	3,200	50	1,600
51 S. C. Ch.		49	4	33	48,000 Oil		26	L. B.	Steam	Yes	1884	4,320	50	2,160	4,500	60	2,700	4,600	50	2,300
54 S. C. Ch.		45	4	33	48,000 Oil		26	L. B.	Steam	No	1884	4,320	50	2,160	4,500	60	2,700	4,600	50	2,300
55 S. C. Ch.		45	4	33	48,000 Oil		26	L. B.	Steam	No	1884	4,320	50	2,160	4,500	60	2,700	4,600	50	2,300
56 S. C. Ch.		49	4	33	48,000 Oil		26	L. B.	Steam	No	1884	4,320	50	2,160	4,500	60	2,700	4,600	50	2,300
57 S. C. Ch.		49	4	33	48,000 Oil		26	L. B.	Steam	Yes	1884	4,320	50	2,160	4,500	60	2,700	4,600	50	2,300
58 S. C. Ch.		49	4	33	48,000 Oil		27	L. B.	Steam	No	1884	4,320	50	2,160	4,500	60	2,700	4,600	50	2,300
59 S. C. Ch.		48	4	33	48,000 Oil		26	L. B.	Hot Water	No	1884	4,320	50	2,160	4,500	60	2,700	4,600	50	2,300
60 B. M. & E.		51	4	33	* 77,500 Pintach				Steam	Skel. Yes	1911				6,610	90	5,949	6,611	94	6,214
71 Comb.		50	4	33	47,000 Oil		13	L. B.	Steam	No	1883	3,760	50	1,880	4,300	50	2,150	4,200	50	2,100
72 Comb.		48	4	33	47,000 Oil		13	L. B.	Steam	No	1883	3,760	50	1,880	4,300	50	2,100	4,200	50	2,100
73 Comb.		48	4	33	47,000 Oil		13	L. B.	Hot Water	No	1883	3,760	50	1,880	4,300	50	2,100	4,200	50	2,100
74 Comb.		48	4	33	47,000 Pintach		13	L. B.	Hot Water	No	1883	3,760	50	1,880	4,300	50	2,100	4,200	50	2,100
75 Comb.		51	4	33	56,000 Pintach		13	H. & K.	Steam	No	1883	3,760	50	1,880	4,350	50	2,175	4,350	50	2,225
100 B. M. & E.		65	6	33	84,000 Pintach				Steam	No	1905	5,000	85	4,250	4,750	70	3,800	5,000	78	3,900
101 B. M. & E.		65	6	33	84,000 Pintach				Steam	No	1905	5,000	85	4,250	4,750	70	3,800	5,000	78	3,900
211 F. C. Ch.		50	4	33	64,000 Oil		30	H. & K.	Steam	Yes	1888	5,760	50	2,880	5,800	50	2,900	5,760	50	2,880
212 F. C. Ch.		50	4	33	64,000 Pintach		30	H. & K.	Steam	Yes	1888	5,760	50	2,880	5,800	50	2,900	5,760	50	2,880
213 F. C. Ch.		50	4	33	56,000 Pintach		30	H. & K.	Steam	No	1888	5,760	50	2,880	5,800	50	2,900	5,760	50	2,880
214 F. C. Ch.		50	4	33	56,000 Pintach		30	H. & K.	Steam	No	1888	5,760	50	2,880	5,800	50	2,900	5,760	50	2,880
215 F. C. Ch.		50	4	33	56,000 Pintach		30	H. & K.	Steam	No	1888	5,760	50	2,880	5,800	50	2,900	5,760	50	2,880



216	F. C. Ch.	50	4	33	56,000 Pintch	30 H. & K.	No	1888	5,760	50	2,880	5,800	2,900	5,760	50	2,880
221	F. C. Ch.	50	4	33	56,000 Oil	28 H. & K.	No	1888	5,760	50	2,880	5,800	2,900	5,760	50	2,880
222	F. C. Ch.	50	4	33	56,000 Pintch	28 H. & K. Hot Water	No	1888	5,760	50	2,880	5,800	2,900	5,760	50	2,880
223	F. C. Ch.	50	4	33	56,000 Oil	28 H. & K.	No	1888	5,760	50	2,880	5,800	2,900	5,760	50	2,880
224	F. C. Ch.	50	4	33	56,000 Oil	28 H. & K.	No	1888	5,760	50	2,880	5,800	2,900	5,760	50	2,880
225	F. C. Ch.	50	4	33	56,000 Oil	28 H. & K.	No	1888	5,760	50	2,880	5,800	2,900	5,760	50	2,880
226	F. C. Ch.	50	4	33	56,000 Pintch	28 H. & K.	No	1888	5,760	50	2,880	5,800	2,900	5,760	50	2,880
227	F. C. Ch.	50	4	33	56,000 Oil	28 H. & K.	No	1888	5,760	50	2,880	5,800	2,900	5,760	50	2,880
228	F. C. Ch.	50	4	33	56,000 Oil	28 H. & K.	No	1888	5,760	50	2,880	5,800	2,900	5,760	50	2,880
229	F. C. Ch.	50	4	33	56,000 Oil	28 H. & K.	No	1888	5,760	50	2,880	5,800	2,900	5,760	50	2,880
300	Diner	50	4	33	54,000 Elec. & Oil	3S & 3L Table.	Yes	1888	5,400	50	2,700	6,000	3,000	5,400	50	2,700
301	Diner	50	4	33	64,000 Elec. & Oil	4 tables	Yes	1912	5,400	50	2,700	6,000	3,000	5,400	50	2,700
302	Private G. S.	50	4	33	68,400 Elec. & Pintch	3S tables	Yes	1888	5,400	50	2,700	6,000	3,000	5,400	50	2,700
303	Diner	50	4	33	58,900	4 L. tables	Yes	1888	5,400	50	2,700	6,000	3,000	5,400	50	2,700
304	Buffet	50	4	33	128,900 Elec. & Pintch	Hot Water	Yes	1912	15,995	95	13,185	16,000	16,000	16,000	97	15,330
305	Diner	66	4	33	130,600 Elec. & Pintch	Hot Water	Yes	1912	17,040	95	16,188	17,040	17,040	17,040	97	16,529
306	Obs. & Cafe	72	4	33	130,200 Elec. & Pintch	Hot Water	Yes	1912	15,195	95	15,195	16,000	16,000	16,000	97	15,530
307	Diner	66	4	33	130,200 Elec. & Pintch	Hot Water	Yes	1912	17,040	95	16,188	17,040	17,040	17,040	97	16,529
308	Obs. & Cafe	52	4	33	62,000 Elec. & Pintch	Steam	No	1902	3,720	76	2,827	3,200	2,240	3,720	72	2,678
500	B. & E.	52	4	33	62,000 Elec. & Pintch	Steam	No	1902	3,720	76	2,827	3,200	2,240	3,720	72	2,678
501	B. & E.	52	4	33	62,000 Elec. & Pintch	Steam	No	1902	4,140	91	3,767	4,200	3,570	4,140	85	3,519
502	B. & E.	52	4	33	68,000 Elec. & Pintch	Hot Water	No	1888	12,000	80	9,600	9,500	8,075	12,000	50	6,000
555	Private G. M.	52	6	6	Elec. & Pintch	Steam	Yes	1902	6,390	76	4,856	6,200	4,340	6,390	72	4,601
600	S. C. Ch.	51	6	6	71,000 Elec. & Pintch	Steam	Yes	1902	6,390	76	4,856	6,200	4,340	6,390	72	4,601
601	S. C. Ch.	51	6	6	71,000 Elec. & Pintch	Steam	Yes	1902	8,190	91	7,453	8,000	6,800	8,000	85	6,900
602	S. C. Ch.	66	6	6	91,000 Elec. & Pintch	Steam	Yes	1908	8,190	91	7,453	8,000	6,800	8,000	85	6,900
603	S. C. Ch.	66	6	6	91,000 Elec. & Pintch	Steam	Yes	1908	8,190	91	7,453	8,000	6,800	8,000	85	6,900
604	S. C. Ch.	66	6	6	91,000 Elec. & Pintch	Steam	Yes	1908	8,190	91	7,453	8,000	6,800	8,000	85	6,900
701	F. C. Ch.	51	6	6	71,000 Elec. & Pintch	Steam	Yes	1907	6,390	76	4,856	6,700	5,300	6,650	72	4,788
702	F. C. Ch.	51	6	6	71,000 Elec. & Pintch	Steam	Yes	1902	6,390	76	4,856	6,700	5,300	6,650	72	4,788
(Calumet)	Diner	51	6	6	76,000 Elec. & Pintch	Steam	Yes	1908	6,840	91	6,224	7,000	5,600	7,300	85	6,205
S. S. Marie	Sleeper	65	6	6	109,400 Elec. & Pintch	Hot Water	Yes	1902	15,200	76	11,552	15,200	9,120	15,200	72	10,944
Houghton	Sleeper	65	6	6	109,400 Elec. & Pintch	Hot Water	Yes	1902	15,200	76	11,552	15,200	9,120	15,200	72	10,944
Duluth	Sleeper	65	6	6	109,400 Elec. & Pintch	Hot Water	Yes	1902	15,200	76	11,552	15,200	9,120	15,200	72	10,944
Ishpeming	Sleeper	65	6	6	109,400 Elec. & Pintch	Hot Water	Yes	1902	15,200	76	11,552	15,200	9,120	15,200	72	10,944
Superior	Sleeper	65	6	6	109,400 Elec. & Pintch	Hot Water	Yes	1902	15,200	76	11,552	15,200	9,120	15,200	72	10,944
Newberry	Sleeper	77.5	6	6	123,900 Elec. & Pintch	Hot Water	Yes	1906	16,500	86	14,190	16,400	13,120	16,500	80	13,200
Negaunee	Sleeper	77.5	6	6	123,900 Elec. & Pintch	Hot Water	Yes	1906	16,500	86	14,190	16,400	13,120	16,500	80	13,200
Total included in Recs.	Steel	pitulation...			397,030				295,140		481,730		323,542		471,441	319,825



## PASSENGER TRAIN CARS—Continued

### COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

## EQUIPMENT USED JOINTLY IN WISCONSIN AND MICHIGAN

Train No.	Car No	Class	1911		1912				Assigned to Wisconsin		1913		Assigned to Wisconsin				1912		1913	
			Michigan and Wisconsin		Michigan and Wisconsin		Assigned to Michigan		Assigned to Wisconsin		Michigan and Wisconsin		Assigned to Wisconsin		1911		1912		1913	
			C.R.	P.V.	C.R.	P.V.	C.R.	P.V.	C.R.	P.V.	C.R.	P.V.	C.R.	P.V.	C.R.	P.V.	C.R.	P.V.	C.R.	P.V.
	500	Baggage	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
	501	Baggage	3,720	2,827	3,200	2,240	2,336	1,635	864	605	3,720	2,678								
	502	Baggage	4,140	3,767	4,200	3,570	3,066	2,615	1,134	964	4,140	3,519								
	602	S. C. Coach	8,190	7,453	8,000	5,940	4,964	2,160	1,836	8,000	6,800									
	603	S. C. Coach	8,190	7,453	8,000	6,800	5,940	4,964	2,160	1,836	8,000	6,800								
	700	F. C. Coach	6,390	4,856	6,700	5,360	4,891	3,913	1,809	1,447	6,650	4,788								
	702	F. C. Coach	6,840	6,224	7,000	5,600	5,110	4,068	1,890	1,512	7,300	6,205								
7 and 8			37,470	32,580	37,100	30,370			10,017	8,300	37,810	30,790	10,079	8,764	10,017	8,200	10,171	8,282		
	2	M. & B.	2,700	2,457	3,500	1,925	1,736	955	1,764	970	3,600	1,800								
	3	M. & B.	2,700	1,350	3,500	2,275	1,736	1,128	1,764	1,147	3,500	1,750								
	54	S. C. Ch.	4,320	2,160	4,200	2,520	2,083	1,250	2,117	1,270	4,320	2,160								
	55	S. C. Ch.	4,320	2,160	4,200	2,520	2,083	1,250	2,117	1,270	4,320	2,160								
	56	S. C. Ch.	5,700	2,880	4,500	2,700	2,232	1,339	2,268	1,361	4,600	2,300								
	224	F. C. Ch.	5,700	2,880	5,800	3,480	2,877	1,726	1,923	1,754	5,760	2,880								
	225	F. C. Ch.	5,700	2,880	5,800	3,480	2,877	1,726	1,923	1,754	5,760	2,880								
	227	F. C. Ch.			5,800	2,900	2,877	1,438	2,923	1,462										
5 and 6			25,560	13,887	27,300	15,800			13,759	7,964	27,540	13,770	12,780	6,944	13,759	7,964	14,153	7,076		
	305	Dining Car									16,000	15,520								
	303	Dining Car	5,400	2,700	6,000	3,000	4,836	2,418	1,164	582	2,000	1,940	5,400	2,700			15,453	14,986		
	302	Officers' Car	12,000	9,600	9,500	8,075	7,657	6,508	1,843	1,567	12,000	6,000	2,280	1,824						
	555	Officers' Car	17,400	12,300	15,500	11,075			3,007	2,149	14,000	7,940			3,007	2,149	2,538	1,440		

SLEEPING CARS:										
S. S. Marie	15,200	11,552	15,200	9,120	11,096	6,658	4,104	2,462	15,200	10,944
Houghton	15,200	11,552	15,200	9,120	9,044	5,426	6,156	3,694	15,200	10,944
Duluth	15,200	11,552	15,200	9,120	9,014	5,426	6,156	3,694	15,200	10,944
Ishpeming	15,200	11,552	15,200	9,120	11,096	1,658	4,104	2,462	15,200	10,944
Superior	15,200	11,552	15,200	9,120	11,096	6,658	4,104	2,462	15,200	10,944
Newberry	16,500	14,190	16,400	13,120	11,972	9,578	4,428	3,542	16,500	13,200
Negaunee	16,500	14,190	16,400	13,120	11,972	9,578	4,428	3,542	16,500	13,200
	93,800	74,568	108,800	71,840			33,480	21,858	93,800	70,176
									30,250	24,055
									33,480	21,858
									60,262	40,188
									60,789	44,287
									60,262	40,188
									63,439	47,591
Total value of Passenger Equipment Apportioned to Wisconsin										

	1911		1912		1913	
	C.R.	P.V.	C.R.	P.V.	C.R.	P.V.
Total Passenger Equipment in Michigan and Wisconsin.....	\$ 397,080	265,140	\$ 481,730	323,542	\$ 471,441	319,825
Total Passenger Equipment Apportioned to Wisconsin.....	60,789	44,287	60,262	40,188	53,439	47,591
Total Apportioned to Michigan.....	336,241	220,853	421,468	283,354	408,002	272,234

## COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

Freight Equipment			Rigs—1911 Exhibit 1		Hansel—1912 Exhibit 15		Rigs—1913 Exhibit 1-A		1911		1912		1913		
Kind of Cars Series No.	Y'r Blt.	Lgth.	Capacity	Price Incl. A.B.	Quan- tity	Value of Air Brakes	Price Incl. A.B.	Quan- tity	Value of Air Brakes	C.R.	%	P.V.	C.R.	%	P.V.
Box Cars:															
3510-3574	1881	33	30,000	573	6	165	573	6	165	\$	40	1,474	\$	40	1,474
3600-4354	1888	33	50,000	573	101	5,252	735	150	4,152	109,443	40	46,928	133,035	40	57,015
8000-8198	1893	33	50,000	573	98	2,695	735	94	2,585	56,154	40	24,079	53,862	40	23,046
8200-8508	1895	33	50,000	573	190	5,225	735	182	5,005	108,870	40	46,683	137,445	40	58,905
45000-45198	1893	33	50,000	573	96	2,640	735	91	2,502	108,870	40	23,587	69,825	40	28,925
11001-11199	1905	36	60,000	666	195	5,362	810	193	5,308	129,870	69	91,272	156,330	61	97,966
11200-11596	1909	36	60,000	666	400	1,000	810	399	10,972	296,400	88	235,752	323,190	78	235,161
11000&11458	1911	36	60,000	810	2	70	666	2	55	1,620	88	1,434	1,332	88	1,179
11197	1911	36	60,000	810	1	35	666	1	28	810	88	717	666	88	589
11155	1912	36	60,000	810	1	35	666	1	28	810	88	717	666	88	589
780	1913	Supply Car		822	1	28	822	1	28				822	100	822
Total					1,176	32,339		1,120	30,828	729,183		469,775	896,475		532,983
Flat Cars:															
1001-1440	1887	34	40,000	398	306	8,415	485	297	8,168	121,788	40	53,764	145,500	40	64,500
1450-1793	1882	34	40,000	398	28	770	485	27	742	11,144	40	4,919	13,580	40	6,020
1800-1823	1895	36	50,000	398	20	550	560	20	550	7,960	40	3,514	11,200	40	4,900
1825-1879	1900	36	50,000	398	29	797	560	28	770	11,542	51	6,277	15,680	45	7,595
12000-12099 steel	1906	40	60,000	462	99	2,722	610	99	2,722	45,738	73	34,128	60,390	65	40,466
6000-6040	1906	36	50,000	398	50	1,375	560	50	1,375	19,900	65	18,812	28,000	65	18,812
12072	1911	36	50,000	398	50	1,375	560	50	1,375	19,900	65	18,812	28,000	65	18,812
13000-13099	1912	41	80,000	560	1	35	560	1	28	560	88	497	560	88	497
776&777	1912	Pintch Gas Flasks		200	2	55	200	2	55						
700	1912	Pintch Gas Flasks		387	1	28	387	1	28						
Total					532	14,629		625	17,188	218,072		117,496	274,910		142,790

## CONDOLA CARS:

1829-1880	36	50,000	522	685	19	665	532	19	522	10,108	48	5,123	13,015	42	5,852	10,108	42	4,548
1887	34	40,000	462	635	20	700	462	20	550	9,702	40	4,227	12,700	40	5,500	9,240	50	4,026
2001-2024	40	80,000	788	810	40	1,400	788	40	1,100	31,520	69	22,090	32,400	61	20,310	31,520	61	19,656
1000-10039	36	80,000	788	810	98	3,430	788	98	2,695	78,012	78	6,448	79,380	70	56,595	77,224	70	54,865
10040-10139	40	80,000	788	810	98	3,430	788	98	2,695	78,012	78	6,448	79,380	70	56,595	77,224	70	54,865
Total			179	4,921	177	6,195	177	4,807	129,342			92,888	137,495		88,257	128,092		83,095
COAL CARS:																		
800-834	34	40,000	443	500	32	1,120	443	32	880	14,176	40	6,198	17,920	40	7,840	14,176	40	6,198
835-844	34	60,000	543	685	10	350	543	10	275	5,430	73	4,038	6,850	65	4,575	5,430	65	3,626
845-854	34	40,000	443	500	10	350	443	10	275	4,430	78	3,516	5,900	70	4,025	4,430	70	3,183
Total			52	1,430	52	1,820	52	1,430	24,036			13,752	30,370		16,440	24,036		13,007
REFRIGERATOR CARS:																		
5001-5014	33	50,000	605	835	6	210	605	6	165	3,630	40	1,551	5,010	40	2,130	3,630	40	1,551
5015-5024	36	60,000	1,000	1,085	9	315	1,000	9	248	9,000	54	4,974	9,765	48	4,851	9,000	48	4,449
5025-5034	36	60,000	1,000	1,085	10	350	1,000	10	275	10,000	78	7,890	10,850	70	7,700	10,000	70	7,083
Total			25	687	25	875	25	688	22,630			14,385	25,625		14,681	22,630		13,083
CHARCOAL CARS:																		
3003-3031	33	30,000	350	485	1	35	350	1	28	1,050	40	469	485	40	215	350	83	157
1881-1885	36	50,000	440	535	5	175	440	5	138	2,200	94	2,076	2,675	83	2,250	2,200	40	1,849
Total			8	219	6	210	6	166	3,250			2,545	3,160		2,465	2,550		2,006
CARBOIDES:																		
500	4	wheel	550	535	1	35	550	1	35	550	40	220	535	65	360	550	40	220
1888	4	wheel	550	535	1	35	550	1	35	550	40	220	535	65	360	550	40	220
501	4	wheel	550	535	2	70	550	2	70	1,140	40	440	1,070	65	720	1,100	40	440
502-503	4	wheel	550	535	5	175	550	5	138	2,750	40	1,100	2,675	65	1,800	2,750	40	1,100
505-510	4	wheel	550	535	5	175	550	5	138	2,750	40	1,100	2,675	65	1,800	2,750	40	1,100
511	4	wheel	550	535	1	35	550	1	35	550	51	280	535	70	385	550	45	248
1888	4	wheel	550	535	1	35	550	1	35	550	40	220	535	65	360	550	40	220
520-521	4	wheel	550	535	2	70	550	2	70	1,100	51	561	1,070	70	770	1,100	45	495
522-524	4	wheel	550	535	2	70	550	2	70	1,100	54	594	1,070	70	770	1,100	48	528
525-526	4	wheel	550	535	2	70	550	2	70	1,100	73	803	1,070	70	770	1,100	65	715
530-565	8	wheel	900	915	13	455	900	13	455	11,700	40	4,680	11,895	65	7,891	11,700	40	4,680
566-567	8	wheel	900	915	2	70	900	2	70	1,800	94	1,692	1,830	85	1,566	1,800	83	1,494
568-569	8	wheel	900	915	2	70	900	2	70	1,800	100	1,800	1,830	90	1,654	1,800	88	1,584
704	8	wheel	900	915	1	35	900	1	35	900	40	360	360					
Total			35	1,190	34	1,190	34	1,190	25,550			12,970	24,650		17,406	24,650		11,944

COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

FREIGHT TRAIN CARS—Continued

Freight Equipment			Rigs—1911 Exhibit 1		Hased—1912 Exhibit 15		Rigs—1913 Exhibit 1-A		1911		1912		1913										
Kind of Cars Series No.	Y'r Blt.	Lgth.	Capacity	Price Incl. A B.	Quan- tity	Value of Air Brakes	Price Incl. A B.	Quan- tity	Value of Air Brakes	C.R.	%	P.V.	C.R.	%	P.V.								
		Ft.	Lbs.	\$		\$	\$		\$	\$		\$	\$		\$								
ORE CARS:																							
03700-04213	1888	22	40,000	456	266	7,315	535	203	7,105	456	138	3,795	121,296	40	52,907	106,605	40	47,705	62,928	40	27,448		
04214-04264	1909	22	50,000	456	51	1,402	585	51	1,785	456	51	1,402	23,256	88	20,633	29,835	50	15,810	23,256	78	15,448		
04265-04274	1909	22	50,000	456	10	275	585	10	350	456	9	248	4,500	88	4,046	5,850	65	3,925	4,104	78	3,256		
04275-04283	1909	22	50,000	456	9	247	585	9	315	456	9	248	4,104	88	3,641	5,265	65	3,533	4,104	78	3,256		
7000-7040	1892	22	50,000	456	3	82	585	3	105	456	3	82	1,308	40	596	1,755	40	765	1,308	40	596		
7100-7500	1899	25	60,000	476	401	11,027	610	401	14,035	476	398	10,945	190,876	48	97,354	244,610	50	129,323	180,448	42	85,916		
7501-7800 steel	1910	21	80,000	905	300	8,250	960	300	10,500	905	300	8,250	271,500	95	258,357	288,000	75	218,625	271,500	83	220,748		
9000-9399 steel	1913	22	100,000					400	11,000	943	400	11,000							377,200		377,200	100	
Total					1,040	28,568		977	31,195		1,308	35,970	616,960		437,514	683,920		419,686	933,908		742,868		

## RECAPITULATION

	1911		1912		1913		1911		1912		1913	
	Quan- tity	Value of Air Brakes	Quan- tity	Value of Air Brakes	Quan- tity	Value of Air Brakes	C.R.	P.V.	C.R.	P.V.	C.R.	P.V.
Box Cars	1,176	\$ 32,330	1,160	\$ 40,600	1,120	\$ 30,828	729,183	\$ 469,775	896,475	\$ 532,983	697,437	\$ 421,898
Flat Cars	532	14,629	526	18,410	625	17,188	218,072	117,496	274,910	142,790	316,091	198,111
Gondola Cars	179	4,921	177	6,195	177	4,867	129,342	92,988	137,495	88,257	128,092	83,093
Coal Cars	52	1,430	52	1,820	52	1,430	24,036	13,752	30,370	16,440	24,036	13,007
Refrigerator Cars	25	687	25	875	25	688	22,630	14,385	25,625	14,681	22,630	13,063
Charcoal Cars	8	219	6	210	6	166	3,250	2,545	3,160	2,465	2,550	2,006
Caboose	35		34	1,190	34		25,550	12,970	24,650	17,406	24,650	11,944
Ore Cars	1,040	28,598	977	34,195	1,308	35,970	616,960	437,514	683,920	419,686	933,908	742,868
Total Freight Equipment	3,047	\$2,823	2,957	\$103,495	3,347	\$113,7	1,769,023	\$161,325	2,076,005	\$123,708	2,149,394	\$1,486,012
	1911	1912	1913		1911	1912	1913					
	C.R.	P.V.	C.R.	P.V.	C.R.	P.V.	P.V.					
Value of freight train cars (excluding caboose and ore cars) apportioned to Wisconsin on freight car mile basis; Freight car mileage in Wisconsin to freight car mileage on whole line (Ore car mileage excluded)	15.87%	16.75%	15.87%		178,777	112,810	229,146	133,601	188,986	116,041		
Value of caboose cars apportioned to Wisconsin on freight train mile basis; freight-train mileage in Wisconsin to freight-train mileage on whole line					5,099	2,589	4,555	3,217	4,043	1,959		
Total deduction allowed on account of (trial) equipment in Wisconsin					183,876	115,399	233,701	136,818	193,029	136,818		
Total appraised value of freight train cars in Michigan											1,087,890	1,368,013



## MISCELLANEOUS EQUIPMENT

## COMPARISON OF THE 1911, 1912 AND 1913 APPRIASALS

Serial No.	Description	Yr. Bld.	1911		1912		1913		1911		1912		1913	
			Quan- tity	Cost	Quan- tity	Cost	Quan- tity	Cost	C.R.	%	P.V.	C.R.	%	P.V.
3513-4336	Boarding Cars (Box)	1888	47	530	34	675	29	530	24,910	50	12,455	22,950	50	9,180
1095-1760	Boarding Cars (Flat)	1887	11	440	10	450	9	440	4,840	50	2,420	4,500	50	1,800
9000-9003	Cinder Cars	1894	4	375	4	525			1,500	50	750	2,100	40	840 (See serials 772-775)
9004-9005	Cinder Cars	1907	2	375	2	525			750	78	585	1,050	73	767 (See serials 770-771)
772-775	Cinder Cars	1894					4	375	(See serials No. 3000-9003)					
770-771	Cinder Cars	1907					2	375	(See serials No. 3004-9005)					
701-728	Tool Cars (Box)	1882	3	530	3	675	3	530	1,500	50	795	2,025	40	810
702	Wrecking Coach	1872	1	2,000	1	3,000	1	2,000	2,000	50	1,000	3,000	33%	1,000
703	Wrecking Derrick	1894	1	1,000	1	1,500	1	1,000	1,500	50	800	1,500	60	900
704	Truck Car	1882	1	440	1	450	1	440	1,440	50	220	1,450	40	180
705	Tool Car (Box)	1882	1	530	1	675	1	530	530	50	265	675	40	270
706-709	Derrick Car (Hand)	1889	1	150	1	450	1	150	150	50	75	450	40	180
707	Steam Shovel, Bucyrus 1½ c. y.	1894	2	5,500	2	5,000	1	5,500	11,000	60	6,600	10,000	65	6,500
708-729	Derrick Car (Box)	1874	1	440	1	400	1	440	440	50	220	400	40	160
710	Boarding Car (Box)	1884	7	530	7	675	6	530	3,710	50	1,855	4,725	40	1,890
711	Derrick	1893	1	4,100	1	4,500	1	4,100	4,100	50	2,050	4,500	70	3,150
719	Rotary Snow Plow	1888	1	15,000	1	15,000	1	15,000	15,000	50	7,500	15,000	80	12,000
720	Snow Plow	1882	1	300	1	300	1	300	300	50	150	300	40	120
721	Ditcher	1886	1	700	1	700	1	700	700	50	350	700	40	280
722	Snow Crab	1882	1	400	1	400	1	400	400	50	200	400	40	160
724	Snow Plow	1885	1	1,000	1	1,000	1	1,000	1,000	50	500	1,000	40	400
725	Gravel Spreader	1888	1	300	1	460	1	300	300	50	150	460	40	180
726-727	Snow Widener	1881	2	400	2	460	2	400	800	50	400	920	40	368
730	Pile Driver Tank	1893	1	700	1	850	1	700	700	50	350	850	40	340
731	Boarding Car	1909	1	250	1	675	1	250	250	90	225	675	40	270
	Snow Plows for Locomotives		75	150	75	150	75	150	11,250	60	6,750	11,250	85	9,563
	Snow Covers for Tenders		Omitted											
732	Tool Car	1888 See 35	13	4336	1	675	1	530			40	675	50	270
733	Tool Car	1911 See 3513-4336	1	175	1	675	1	175			90	675	100	608
734-744	Boarding Car	1912 See 3513-4336	5	800	5	800	5	250			95	4,800	100	4,560
735-747	Boarding Car	1888 See 3513-4336	8	675	8	675	8	530			5,400	2,160	40	2,160



	1887	See 3513-4336	1	675	1	440			675	40	2701	440	60	264
748 Boarding Car	1912		1	500		1			500	95	475	500	100	500
749 Snow Plow	1912		1			18						4,500	100	4,500
751-768 Boarding Cars	1913					8						2,000	100	2,000
778-788 Boarding Cars	1913					1						250	100	250
781 Tool Car	1913					1						6,426	100	6,426
782 American Ditcher	1913					1						1,400	100	1,400
Br. & Bldg. Dept. Compressor Car	1912					1						575	100	575
Marion Cinder & Ballast	1912					1						9,591	95	9,111
Unloader—actual cost	1912		1	9,500		1			9,500	95	9,025	9,591	95	9,111
Steam Shovel	1912		1	9,972					9,972	95	9,373	(Included in fuel stas)		
Locomotive bucket crane (Industrial works)	1912													
		93	99			120		2,076	80		1,668	2,076	80	1,661
Total number of cars exclusive of Loco. Snow Plow and Covers for Tenders.								90,336			79,821	114,513		73,253
Tools in Wrecking Train Tool Car								17,164			13,649	20,761		13,281
Total Value of all Miscellaneous Equipment		19.0%		17.1%		18.13%		73,172			66,172	93,752		59,972
Value Apportioned to Wisconsin														
Miscellaneous Equipment Apportioned to Michigan														

## FERRIES AND STEAMSHIPS

## COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

Riggs—1911—Exhibit 1

Hansel—1912—Exhibit 15

Riggs—1913—Exhibit 1-A

Name	THE MACKINAC TRANSPORTATION CO. Property in Michigan				CHIEF WAWATAM Actual cost (1912)	SAINT MARIE Actual cost (1913)	Total D.S.S. & A., 1/2 interest Total Freight and Passenger
	VESSELS	ST. IGNACE	CHIEF WAWATAM	SAINT MARIE			
Dimensions	215'x52'x15'-8"	215'x52'x15'-8"	352'x62'x25'	352'x62'x25'	\$390,000	95	\$370,500
Material	Wood	Wood	Steel	Steel			
Engines	2 compound (1) 26'x48"x40" (1) 28'x53"x48"	2 compound (1) 30'x56"x48" (1) 28'x56"x40"	3 triple 21"-33"-52"x40"	3 triple 21"-33"-52"x40"	279,000	100	279,000
Boilers	3 Scotch 11'-6"x18'-0"	4 Scotch 11'-6"x18'-0"	6 Scotch 13'-6"x11'-6"	6 Scotch 13'-6"x11'-6"	\$669,000		\$649,500
Propellers	125 lbs	125 lbs	185 lbs	185 lbs	223,000		216,500
Tracks	2	2	3	3			
Car capacity When built	10-12	18-20	26-28	26-28			
Cost of reproduction	\$205,000	\$205,000	\$390,000	\$390,000			
Percentage	25%	35%	100%	95%			
Present value	\$51,250	\$52,750	\$390,000	\$370,500			
DOCKS AND WHARVES, ST. IGNACE							
Coal pockets, timber and piles				17,743	50	8,872	
Buckets				1,100	30	330	
Dump car track and switches				341	75	256	
Dump cars				525	53	278	
Derrick hoists				2,000	50	1,000	
Hoisting plant				1,265	75	949	
Total				22,974		11,885	
Overhead charges on above—total 20%				617,974		433,435	
Total in Michigan				123,595		123,595	
				\$741,569		\$557,030	

Note:  
The Sainte Marie shown in 1911 appraisal  
was scrapped in 1912.  
The St. Ignace was sold in April, 1913.

Included in Schedule No. 26 Docks and Wharves

Included in Schedule No. 26, Docks and  
Wharves.

# RECAPITULATION

## FERRIES AND STEAMSHIPS

	1911			1912			1913		
	C.R.	%	P.V.	C.R.	%	P.V.	C.R.	%	P.V.
Car Ferry—St. Ignace.....	\$205,000	25	\$ 51,250	\$205,000	25	\$ 51,250	Sold in 1913		
Car Ferry—Ste. Marie—Old.....	265,000	35	92,750	Scrapped in 1912			Scrapped in 1912		
Car Ferry—Chief Wawatam.....	390,000	100	390,000	390,000	95	370,500	390,000	95	370,500
Car Ferry—Sainte Marie—New.....							279,000	100	279,000
Total.....	860,000		534,000	595,000		421,750	669,000		649,500
D., S. S. & A.— $\frac{1}{2}$ interest.....	286,667		178,000				223,000		216,500
Docks and Wharves at St. Ignace.....	Included in No. 26			22,974		11,685	Included in No. 26		
Total—Hansel.....				617,974		433,435			
Overhead charges on above—20%.....				123,595		123,595			
Total in Michigan.....				741,569		557,030			

## COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

Riggs—1911—Exhibit 1	Hansel—1912—Exhibit 15	Riggs—1913—Exhibit 1-A	1911		1912		1913	
			C.R.	P.V.	C.R.	%	P.V.	P.V.
<p>Under this caption is included the interest of the Duluth, South Shore and Atlantic R'y in the Terminal Station at Sault Ste. Marie, incorporated as the "Sault Ste. Marie Union Depot Company" and owned jointly by the D. S. S. &amp; A. R'y and the M. &amp; St. P. &amp; S. S. M. R'y, each company owning a half interest, and also the company's interest in the International Bridge, which is separately incorporated and jointly owned by the D. S. S. &amp; A. R'y, Canadian Pacific and M. &amp; St. P. &amp; S. S. M. R'y.</p> <p>SAULT STE. MARIE UNION DEPOT CO.</p> <p>Right of Way: Total of \$33,015 included in general schedule No. 1 "Right of Way."</p>	<p>All property of the Sault Ste. Marie Union Depot Co. and The New Jersey Bridge Construction Co. is shown in Appendix.</p> <p>Right of Way: Tract of land fronting on Portage Avenue, Sault Ste. Marie, extending from Magarme St. to near Meridian St., 1,850 lin. ft. front depth varying from 110 ft. to 250 ft., 1,850 ft. @ \$30 Frontage on Ridge St. for 110 ft. @ \$10</p>	<p>Same as Exhibit 1.</p> <p>Allocated as follows: 11.57% of \$13,964 \$1,606 Freight 45.57% of 13,964 6,354 Passenger 43.07% of 13,964 6,004</p>		\$	55,500	100	55,500	
					1,100	100	1,100	
			13,964	13,964	14,000	100	14,000	13,964
Grading: Tracks, yards, driveways, and grading around station—actual cost		For tracks, yards, driveways and Station Grounds						13,964 100 13,964

Tracks (Not included in any other track schedules)

Pass.	Frt.	F & P.
Main line 0.00 to depot		2,785
Spur west end of depot	570	
Crossover at depot	193	
Car cleaning track	926	
North team track	1,081	
South team track	748	
Standard oil spur	916	
Minn. Br'g Co.	383	
Wheel Pit spur		372
Paving siding, W. of Main		991
Freight track	871	
Freight house sidg.	614	
Freight house spur	1,262	
Hammond Standish Spur	774	
Passenger tracks	1,680	4,148
Freight tracks	1,680	
Freight and Passenger	6,659	
	4,148	
	12,496 lin. ft.	
	@\$1.15 per ft.	

Track, 12,500 lin. ft. complete, exclusive of grading

Note:—Actual cost of material and labor exclusive of grading, was \$14,682.59.

Buildings:

Passenger station—Brown stone, slate roof, first floor 44½x187 ft.—Second floor, 44½x51½—Inside woodwork, oak, maple flooring—Toilets tile floors—Electric lights—Heat from separate plant—Actual cost

Allo-	Pass.	Frt.	F & P.
Main track	1,474		F. & P.
Main track	1,311		Pass.
Station No. 1	571		Pass.
Crossover at sta.	192		Pass.
Car cleaning No. 1	929		Pass.
North team track	1,026		F.
South team track	748		F.
Standard oil spur	1,031		F.
Beerhouse spur	383		F.
Wheel pit spur	375		Pass.
Station No. 2	1,008		Pass.
Car cleaning No. 2	865		Pass.
Freight house spur	614		F.
Freight house spur	1,264		F.
Warehouse spur	774		F.
Pintach Gas Co.	290		Pass.
Passenger trk.	5,539		F. C.R. P.V.
Freight	5,850		\$6,370 5,783
Freight and Passenger	1,474		6,727 6,107
	12,863		1,474 1,695 1,539
	12,863		14,792 13,429

14,370

90

12,933

14,500

85

12,325

14,792

13,429

Same

Same—Allocated to Passenger

30,974

100

30,974

31,500

90

28,350

30,974

95

29,485







## COMPARISON OF THE 1911, 1912 AND 1913

## TERMINALS—Continued

Riggs—1911—Exhibit 1	Hansel—1912—Exhibit 15	Riggs—1913—Exhibit 1-A	1911		1912		1913	
			C.R.	%	C.R.	%	C.R.	%
St. Mary's River Bridge: Excavation, 651 c. y., rock and bldr. @ \$2.00 Lumber (casual), 155,720 F.R.M. @ \$36.64 per M. Dimension stone masonry, 2,968 c. y. @ \$12.00 per c. y. Concrete masonry, 1,263 c. y. @ \$0 per c. y. Rubble stone masonry, 110 c. y. @ \$5.00 per c. y. Wrought iron, 3,893 lbs @ 0.04¢ per lb Steel, 4,711,340 lbs @ 0.04½¢ per lb Ties, 1,814—304,752 F.R.M. @ \$43.64 per M. Guard rail, 40,500 F.R.M. @ \$43.64 per M. Boat spikes, 7,143 lbs @ 0.03½¢ per lb 60 lb guard rail, 43.4 tons @ \$14 per ton Track spikes, 56.42 cwt. @ \$2.10 per cwt. 80% of the length of this bridge is in Mich. 20% in Canada.	650 c. y. rocks and boulders @ \$2.00 per yd. 154 M.B.M. lumber \$40.00 per M. 3,000 c. y. 12.00 per c. y 1,400 c. y. 8.00 per c. y.	INTERNATIONAL BRIDGE Co. All Freight and Passenger As per Exhibit 1 \$271,601 \$230,489 Deduct guard rail and track spks. 726 691 Ex. 50 270,875 229,798	\$		\$		\$	
			1,302	100	1,302		1,302	
			5,706	80	4,565		6,100	
			35,976	100	35,976		36,000	
			11,637	100	11,637		11,200	
			550	100	550		390	
			156	80	125		200,290	
			200,232	80	164,597		4,080	
			13,299	70	9,309		840	
			1,767	70	1,237		250	
			250	80	200		608	
			608	100	608		83	
			118	70				
			271,601		230,489	80	260,230	
			217,361		198,914		208,184	
					208,184		270,875	229,798
					166,547		216,700	183,838
			134	100	134			
			41	100	41			
			2,988	100	2,988			
			1,547	100	1,547			
			429	70	300			
		Included in Schedule No. 5						
		Included in Schedule No. 5						

## Michigan Proprietary

## Portage Avenue Bridge:

Excavation	267 c. y.	@ \$ 0.50 per yd.
Back fill	138 c. y.	0.30 per yd.
Concrete		
masonry	332 c. y.	9.00 per yd.
Steel	38,670 lbs	0.04 per lb
Ties and		
guard rails	9,941 F.R.M.	43.64 per M.

[illegible]

## COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

## TERMINALS—Continued

Riggs—1911—Exhibit 1	Hansel—1912—Exhibit 15	Riggs—1913—Exhibit 1-A	1911			1912			1913		
			C.R.	%	P.V.	C.R.	%	P.V.	C.R.	%	P.V.
Clearing and Grubbing—1.26 acres @ \$80			\$		\$	\$		\$	\$		\$
Ties—On embankment, 282 track ties @ 38½¢ Same @ 40¢			101	100	101						
Rail—2,912 lin. ft. of 85 lb rail in 1908— 70,667 tons @ \$31.05			109	80	87	113	70	79	110	80	88
Track Fastenings: 7.75 tons 44 inch angle bars @ \$34 per ton 0.739 tons 1½" x 1½" bolts @ \$52 per ton 35.3 cwt. spikes @ \$2.10 per cwt Same @ \$1.90 927 nut locks @ \$5.20 per M. Same			2,287	90	2,132	2,242	90	2,018	2,232	90	2,061
Track Laying and Surfacing: 0.5515 miles of track @ \$526.00 per mile			264	90	245	264			372		342
Ballast: 311 cu. yds. @ 53½¢			38	90	34	35					
Frogs, Switches, etc.			74	90	67	67					
			5	100	5	5					
Total tracks, etc.			290	100	290	371	90	334	283	100	283
Right of Way: Estimated cost of acquisition of right to cross street, ship canal and rapids			166	100	166	171	100	171	162	100	162
			290	90	261	290	80	232	290	90	261
Outside Bridges			6,486		6,253	6,117		5,764	6,203		5,971
			10,000		10,000	10,000		10,000	10,000		10,000
Total Engineering 4%									206,401		258,794
Total F. & P. D., S. & A. Proportion (1/2)									11,860		11,860
									308,251		270,644
									77,088		67,661

## RECAPITULATION

St. Mary's Bridge	217,361	198,914
Portage Avenue Bridge	5,180	5,046
Draw Span, U. S. Ship Canal	63,725	59,105
Grading, Tracks, etc.	6,489	6,253
Right of Way	10,000	10,000
	302,754	279,317
Engineering, 4%	12,110	12,110
	\$314,864	\$291,427
D., S. S. & A. Proportion— $\frac{1}{2}$ interest in International Bridge	Total	
D., S. S. & A. Proportion— $\frac{1}{2}$ interest in Sault Union Station	Overhead charges, 20% of above total	
Total in Michigan		
Deducted in Exhibit 50		

## COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

Schedule	Percentage			Riggs—1911		Hansel—1912		Riggs—1913	
	1911	1912	1913	C. R.	P. V.	C. R.	P. V.	C. R.	P. V.
1. Right of Way and Station Grounds	5			111,096	111,096				
2. Real Estate not used in Railway Operation	5			637	637				
3. Grading	10	10	10	287,948	285,560	244,231	244,231	293,974	293,569
4. Tunnels				0	0			0	0
5. Bridges, Trestles and Culverts				64,786	40,648			63,224	45,554
6. Ties	5	5	5	24,635	14,781			28,561	17,136
7. Rails	5	5	5	75,027	57,618			78,276	61,099
8. Track Fastenings	5	5	5	11,353	8,732			11,302	8,584
9. Frogs, Switches and Crossings	10	10	10	19,583	11,113			20,370	12,306
10. Ballast	10	10	10	64,090	64,090			65,775	65,775
11. Track Laying and Surfacing	10	10	10	25,337	25,337			26,148	26,148
12. Fencing	10	10	10	10,518	5,418			10,963	8,330
13. Crossings, Cattle Guards and Signs	10	10	10	1,947	1,312			1,691	1,260
14. Interlocking and Signal Apparatus	10	10	10	185	154			184	152
15. Telegraph and Telephone Lines	10	10	10	5,295	3,707			5,296	3,708
16. Side Tracks	10	10	10	75,510	63,123			80,044	73,589
17. Station Buildings and Fixtures	10	10	10	15,888	12,839	71,339	71,339	17,354	14,347
18. General Office Buildings and Fixtures				0	0			0	0
19. Shops, Engine Houses and Turntables	10	10	10	26,065	18,280			26,530	19,748
20. Shop Machinery and Tools	10	10	10	9,489	7,590			11,909	9,914
21. Roadway and Construction Tools	10	10	10	1,004	1,283			1,294	1,294
22. Water Stations	10	10	10	9,840	7,679			9,130	7,242
23. Fuel Stations	10	10	10	10,062	7,546			10,194	7,972
24. Grain Elevators				0	0			0	0
25. Warehouses				0	0			0	0
26. Docks and Wharves	10	10	10	124,953	79,431			120,008	63,004
27. Electric Plants	10	10	10	961	886			961	886
28. Miscellaneous Structures	10	10	10	18,608	13,383			17,068	12,314
29. Engineering on Roadway and Structures (1912 inc. original survey)	7.9	10	8.8	38,513	38,513	25,500	25,500	35,927	35,927
30. Locomotives	5	5	5	33,248	22,165			35,378	35,117
31. Passenger Train Cars	5	5	5	16,812	11,043			20,400	13,612
32. Freight Train Cars	5	5	5	79,257	52,296			97,818	68,400
33. Miscellaneous Equipment	5	5	5	3,659	1,957			4,688	2,999

34. Ferries and Steamships	5		14,333	8,900		11,150	10,825
35. Engineering on Equipment	5		2,946	2,946		3,589	3,589
36. Terminals	7.9		11,665	10,928		10,562	9,507
37. Contingencies							
38. Legal Expense during Construction		10		7,000			7,000
39. Organization, Administration and General Expense during Construction		10		10,000			10,000
40. Interest during Construction		10		80,906			80,906
41. Furniture and Fixtures		10		1,298			1,298
42. Stores and Supplies		10		28,006			28,006
43. Working Capital		10		10,000			10,000
Total			1,196,460	991,597	479,735	1,132,048	933,917

Schedule No. 40  
INTEREST AND TAXES

COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

Riggs—1911—Exhibit 1	Hansel—1912—Exhibit 15	Riggs—1913—Exhibit 1-A	1911		1912		1913	
			C. R.	P. V.	C. R.	P. V.	C. R.	P. V.
<p>TAXES: 1% on Schedule 1 On completed Road</p> <p>INTEREST: 12% on Schedule 1 71.47% on Schedules 3 and 5 97% on Schedule 6 67% on Schedules 7, 8, 9 37% on Schedules 10, 11, 12, 13, 14 127% on Schedule 15 67% on Schedule 16 47% on Schedules 17, 18, 22, 23, 28 37% on Schedules 20, 21, 26, 27 71.47% on Schedule 29 67% on Schedules 35, 37, 38, 39</p>			\$	\$	\$	\$	\$	\$
					13,709 50,000	13,709 50,000		
<p>71.47% of items 1 to 39 inclusive</p> <p>Total Taxes and Interest</p>		Same as 1911	1,308,757	1,308,757	745,349	745,349	1,193,679	1,193,679
			1,308,757	1,308,757	800,058	800,058	1,193,679	1,193,679



## FURNITURE AND FIXTURES

## COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

DEPARTMENT	Riggs—1911 Exhibit 1			Hansel—1912 Exhibit 15			Riggs—1913 Exhibit 1-A		
	C.R.	%	P.V.	C.R.	%	P.V.	C.R.	%	P.V.
President and General Manager's Office.....	\$	75	275	\$	75	275	\$	75	275
Auditor's Department.....	367	75	1,202	367	75	1,202	367	75	1,202
Treasurer's Office.....	1,603	75	361	1,611	75	361	1,603	75	361
Land Department.....	481	75	199	481	75	199	481	75	199
Chief Engineer's Office.....	265	75	184	265	75	184	Moved to Duluth		
General Supt's Department.....	246	75	833	246	75	833	1,111	75	833
General Roadmaster's Office.....	1,111	75	92	1,111	75	92	1,111	75	92
Purchasing Dept.....	123	75	347	123	75	347	123	75	347
Supt. Motive Power and Machinery.....	463	75	472	463	75	472	463	75	472
Master Car Builder's Dept.....	630	75	322	630	75	322	630	75	322
Storekeeper's Office.....	429	75	76	429	75	76	429	75	76
Miscellaneous Station Office.....	102	75	5,372	102	75	5,368	102	75	5,372
	7,162	75		7,154	75		7,162	75	
Total in Michigan.....	12,982		9,735	12,982		9,735	12,471		9,352

## STORES AND SUPPLIES

## COMPARISON OF THE 1911, 1912 AND 1913 APPRAISALS

Riggs—1911—Exhibit 1	Hassel—1912—Exhibit 15	Riggs—1913—Exhibit 1-A	1911		1912		1913		
			C.R.	P.V.	C.R.	P.V.	C.R.	P.V.	Total P.V.
		Freight and Passenger Maintenance of Way Purchasing Department Supply Department Engineering Department	\$	\$	\$	\$	\$	\$	\$
		Total					78,570	78,570	
		Apportioned to Michigan 81.87%					71,061	71,061	
		Freight:					116,540	116,540	
		Purchasing Department					100,387	100,387	
		Supply Department					366,558	366,558	
		Total							300,101
		Apportioned to Michigan 81.87%							300,101
		Freight:					1,552	1,552	
		Purchasing Department					5,236	5,236	
		Supply Department					6,788	6,788	
		Total							5,557
		Apportioned to Michigan 81.87%							5,557
		Passenger:					650	650	
		Purchasing Department					2,824	2,824	
		Supply Department					3,474	3,474	
		Total							2,844
		Apportioned to Michigan 81.87%							2,844
		Ore:							
		None							
		Stores and supplies \$277,904 Stores and Supplies on hand June 30, 1912 \$337,828							
		Apportioned to Michigan 82.97%	229,271	229,271	280,059	280,059			
		Total in Michigan	229,271	229,271	280,059	280,059			308,502

# APPENDIX TO HANSEL APPRAISAL

	C. R.	P. V.
Note:—For the purpose of comparison with the Riggs Appraisals the details of each item are shown in the various Schedules.	\$	\$
1. The New Jersey Bridge Construction Company. Details in Schedule 36, Terminals. Includes the International Bridge over St. Mary's River, the Draw Span over the U. S. Ship Canal and necessary track and R. of W.....	343,414	289,049
2. The Sainte Marie Union Depot Company. Details in Schedule 36, Terminals. Includes land, grading, tracks and buildings.....	169,658	161,383
3. The Mackinac Transportation Company. Details in Schedule 34, Ferries and Steamships. A. Includes the two ferries St. Ignace and Chief Wawatam. B. Docks and Wharves at St. Ignace which includes Coal Pockets and all equipment used at the coaling stations.....	741,569	557,030
Total of items included in the Appendix.....	1,254,041	1,007,462

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